

SAVING LIVES IN CALIFORNIA
(PT0735) FINAL REPORT

**DEPARTMENT OF
CALIFORNIA HIGHWAY PATROL**

**PLANNING AND ANALYSIS DIVISION
SPECIAL PROJECTS SECTION**

SAVING LIVES IN CALIFORNIA

**FINAL REPORT
PROJECT NUMBER PT0735
NOVEMBER 2008**

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KEY PERSONNEL*

Key California Highway Patrol (CHP) personnel involved in the project included:

Executive Management:

J. A. Farrow, Commissioner
R. D. Carter, Deputy Commissioner
T. J. Clark, Assistant Commissioner, Field
K. P. Green, Assistant Commissioner, Staff
R. C. Murray De Prieto, Assistant Commissioner, Leadership Development and Communications
M. C. A. Santiago, Assistant Commissioner, Inspector General

Grant Staff:

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Special Projects Section

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L. A. Paolini, Chief
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Project Coordination

D. P. Sampson, Lieutenant (Special Projects Section)
J. D. Cavett, Sergeant (Napa Area)
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T. A. Garr, Sergeant (Red Bluff Area)
G. S. Greenfield, Sergeant (West Valley Area)
A. H. Hill, Sergeant (Woodland Area)
J. M. Libby, Sergeant (Dublin Area)

*Personnel are listed as they were assigned on the grant ending date of September 30, 2008.

C. E. Rogers, Sergeant (Solano Area)
P. L. Schaeffer, Sergeant (Victorville Area)
D. C. Stark, Sergeant (Clear Lake Area)
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CREDITS

This project is part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety, Business, Transportation and Housing Agency; State of California; and the National Highway Traffic Safety Administration.

In addition to the key personnel listed earlier, the following CHP personnel also contributed significantly to the project's successful completion:

- S. Lerwill, Chief (Office of Assistant Commissioner, Staff)
- J. R. Abrames, Chief (Central Division commander)
- T. M. Becher, Chief (Golden Gate Division commander)
- A. S. Cuevas, Chief (Coastal Division commander)
- G. A. Dominguez, Chief (Border Division commander)
- C. D. Jenkins, Chief (Northern Division commander)
- S. H. Perez, Chief (Valley Division commander)
- W. A. Stanley, Chief (Southern Division commander)
- J. P. Talbott, Chief (Inland Division commander)
- K. R. Dittimus, Captain (Office of Air Operations commander)
- J. W. Gray, Sergeant (Napa Area)
- A. W. Pierce, Data Processing Manager II (Information Management Division)
- G. R. MacDougall, Associate Governmental Program Analyst (Research and Planning Section)
- H. Y. Lopez, Staff Services Analyst (Southern Division)

DISCLAIMER

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California, the National Highway Traffic Safety Administration, or the Federal Highway Administration.

EXECUTIVE SUMMARY

SAVING LIVES IN CALIFORNIA

CALIFORNIA

PROGRAM AREA

Police Traffic Services.

TARGETED POPULATION

Motor Vehicle Drivers.

FUNDING

402/406: \$9,464,309.01.

GRANT CHARACTERISTICS

Use of enhanced enforcement and public education to reduce speed-caused collisions.

JURISDICTION TYPE AND SIZE

Statewide; 38.0 million.

GRANT NUMBER

PT0735.

PROBLEM IDENTIFICATION

Excessive speed consistently causes a disproportionately large share of the reportable (fatal and injury) collisions within California Highway Patrol (CHP) jurisdiction annually. Between 2003 and 2005, collisions with speed as the primary collision factor averaged 37.3 percent of all reportable collisions. During that three-year period, there were a total of 88,167 speed-caused collisions. Those crashes resulted in 1,194 fatalities and 132,984 injured victims. From 2003 to 2005, speed-caused collisions surged by 7.0 percent and the total number of victims of such collisions increased by 2.9 percent. Due to the growing popularity of motorcycles resulting from rapidly rising gasoline prices, motorcycle-involved collisions rose by 17.4 percent over the same period. Such collisions caused by excessive speed jumped by 22.1 percent.

GOALS AND OBJECTIVES¹

- Goal 1:** To reduce the number of speed-caused reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 30,188 to 29,584 by December 31, 2007. **Result: Accomplished.** Such collisions declined by 9.5 percent.
- Goal 2:** To reduce the number of victims killed in speed-caused reportable collisions within CHP jurisdiction by 3.1 percent from the 2005 base-year total of 418 to 405 by December 31, 2007. **Result: Accomplished.** Such fatalities declined by 5.3 percent.
- Goal 3:** To reduce the number of victims injured in speed-caused reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 44,720 to 43,826 by December 31, 2007. **Result: Accomplished.** The number of injured victims declined by 11.7 percent.
- Goal 4:** To reduce the total number of motorcyclists killed in motorcycle-involved speed-caused reportable collisions within CHP jurisdiction by 2.5 percent from the 2005 base-year total of 80 to 78 by December 31, 2007. **Result: Not Accomplished.** Such fatalities rose by 18.8 percent.
- Goal 5:** To reduce the total number of motorcyclists injured in motorcycle-involved speed-caused reportable collisions within CHP jurisdiction by 3.0 percent from the 2005 base-year total of 2,100 to 2,037 by December 31, 2007. **Result: Not Accomplished.** The number of injured victims rose by 12.9 percent.
- Goal 6:** To reduce the total number of unrestrained victims killed in reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 748 to 733 by December 31, 2007. **Result: Accomplished.** Such fatalities declined by 19.7 percent.

¹ For purposes of brevity, project goals and objectives have been edited and/or paraphrased.

Goal 7: To reduce the total number of unrestrained victims injured in reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 6,742 to 6,607 by December 31, 2007. **Result: Accomplished.** The number of injured victims declined by 25.4 percent.

Objective 1: To conduct a language assessment by December 31, 2006. **Result: Accomplished.** All originally selected Elements had completed language assessments by December 29, 2006.

Objective 2: To identify CHP commands having specific local speed-related problems by December 31, 2006. **Result: Accomplished.** All originally selected Elements were identified by October 25, 2006.

Objective 3: To develop an operational plan establishing the policies and procedures for project implementation by December 31, 2006. **Result: Accomplished.** All originally selected Elements had completed operational plans by December 28, 2006.

Objective 4: To hold a kick off news conference by January 31, 2007. **Result: Not Accomplished.** Due to lack of media interest, the planned news conference was cancelled.

Objective 5: To issue a kick off news release by January 31, 2007. **Result: Accomplished.** The kick off news release was issued on the due date.

Objective 6: To deploy officers, including air support, on overtime along appropriate routes statewide to enforce traffic and occupant restraint laws during the Program Operations Phase: 56,616 officer hours by September 30, 2007, and 18,870 officer hours by December 31, 2007. **Result: Not Accomplished.** Estimated billing rates used for budget development were lower than actual charges to the grant, which caused higher than planned expenditures and precluded the utilization of all the originally planned overtime hours. Approximately 6,500 hours remained unused due to budgetary constraints.

Objective 7: To conduct concentrated enforcement activities within selected commands tailored to address specific local speed-related problems: 12,560 officer hours by September 30, 2007, and 4,184 officer hours by December 31, 2007. **Result: Not Accomplished.** (See Objective 6.) Approximately 800 hours remained unused due to budgetary constraints.

Objective 8: To deploy radar trailers 400 times statewide: 200 times by June 30, 2007, and the remaining 200 times by December 31, 2007. **Result: Accomplished.** Radar trailers were deployed 733 times by the interim deadline and another 1,683 times by December 31, 2007.

Objective 9: To conduct at least 100 speed enforcement operations in conjunction with the speed trailer by December 31, 2007. **Result: Accomplished.** A total of 591 such operations were conducted.

Objective 10: To complete 100 local safety presentations impacting 1,000 people at appropriate venues statewide by June 30, 2007, and an additional 100 presentations impacting 1,000 people by December 31, 2007. **Result: Accomplished.** A total of 391 presentations impacting over 120,000 people were completed by the interim due date. Another 1,259 presentations impacting over 1.9 million people were completed by December 31, 2007.

Objective 11: To develop by January 31, 2007, localized promotional materials to be distributed at approximately 50 appropriate venues by December 31, 2007. **Result: Not Accomplished. Deadline Missed.** Due largely to potential problems with the safety of imports, acquisition and distribution of promotional items was delayed until very late in the project.

Objective 12: To issue a post-project news release by March 31, 2008. **Result: Not Accomplished. Deadline Missed.** Due to the unavailability of official collision data until very late in the grant period, the news release could not be issued before September 30, 2008, the grant ending date. Because project results were so impressive, the office of primary interest proceeded with efforts to issue the news release after the grant ended.

Objective 13: To use the following standard language in all press, media, and printed materials: "Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration." **Result: Accomplished.** The required language was used in all news releases issued.

Objective 14: To install and deploy speed enforcement equipment in patrol vehicles by June 30, 2007.

Result: Not Accomplished. Deadline Missed. Due to funding issues and prolonged acquisition delays, only hand-held speed enforcement equipment was purchased and field deployment occurred well after the deadline.

STRATEGIES AND ACTIVITIES

Project strategies involved enhanced enforcement and a broad public awareness campaign. Enforcement activities included deployment of ground and air officers along problematic routes statewide and also within selected local commands with specific speed-related problems. Public awareness campaign activities included news releases, traffic safety presentations, distribution of educational materials and promotional items, and deployment of radar trailers.

MAJOR GOAL AND OBJECTIVE RESULTS

Of the grant's 14 objectives, only eight were accomplished on schedule. Due to various extenuating circumstances beyond the control of grant coordinators, three objectives could not be accomplished and three more could not be accomplished by the targeted deadline. Despite the adverse circumstances, overall project results were outstanding. Of the project's seven goals, five were accomplished and most were surpassed by very wide margins. Only the two goals related to motorcycle-involved collisions were not accomplished. Speed-caused collisions within CHP jurisdiction declined by 9.5 percent versus the 2.0 percent goal. The number of victims killed in those collisions declined by 5.3 percent versus the 3.1 percent goal. The number of injured victims fell by 11.7 percent versus the 2.0 percent goal. The number of unrestrained fatal victims dropped by 19.7 percent versus the 2.0 percent goal. The number of unrestrained injured victims fell by 25.4 percent versus the 2.0 percent goal. Only the two goals related to victims of speed-caused crashes involving motorcycles were not achieved. The number of motorcyclists killed in such collisions surged by 18.8 percent versus the goal of a 2.5 percent reduction. Similarly, the number of motorcyclists injured rose by 12.9 percent versus declining by the goal of 3.0 percent. The cause of the steep rise in motorcycle collision statistics remains unclear. However, the rapid and dramatic rise in gasoline prices has triggered a broad search for cheaper means of transportation. With increasing frequency, individuals are opting for motorcycles. A significant spike in the number of motorcycle riders likely contributed to the concurrent rise in motorcycle-involved collision statistics.

FUNDING:

Section 402/406: \$9,464,309.01

Expended: \$8,973,560.01

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SAVING LIVES IN CALIFORNIA

INTRODUCTION

Effective October 1, 2006, and continuing through September 30, 2008, the California Highway Patrol (CHP) received a grant from the California Office of Traffic Safety (OTS) and the National Highway Traffic Safety Administration (NHTSA) to conduct a project entitled Saving Lives In California (SLIC). A copy of the PT0735 Grant Agreement appears in Annex A.

The SLIC grant project focused primarily upon speed enforcement to ameliorate the most prolific cause of traffic collisions in the state. SLIC was comprised of three statewide Elements (or sub-projects), nine local Elements, and one administrative Element. Statewide Elements 1 (state highways), 2 (county roads), and 3 (motorcycles) were implemented by Planning and Analysis Division's Special Projects Section (SPS). Local Elements 4 and 5 were implemented by Northern Division's Red Bluff and Clear Lake Areas, respectively. Local Element 6 was implemented by Valley Division's Woodland Area. Local Elements 7 and 8 were implemented by Golden Gate Division's Dublin and Napa Areas, respectively. Local Elements 9 and 10 were implemented by Southern Division's West Valley and Santa Fe Springs Areas, respectively. Local Element 11 was implemented by Inland Division's Victorville Area. Element 12 was implemented by Grants Management Unit (GMU) within SPS to provide administrative support for the overall project. Local Element 13 was added after the project commenced to address a special traffic safety problem and was implemented by Golden Gate Division's Solano Area.

The project had a total of seven goals to alleviate identified statewide traffic safety problems. Goal 1 sought to reduce speed-caused reportable (fatal and injury) collisions within CHP jurisdiction. Goals 2 and 3 sought to reduce the number of associated victims. Goals 4 and 5 sought to reduce the number of victims of speed-caused motorcycle-involved collisions. Goals 6 and 7 sought to reduce the number of unrestrained victims in reportable collisions statewide.

The project strategy included greatly enhanced enforcement, including air support, and a broad public awareness campaign tailored to each Element's needs. Increased enforcement activities were conducted statewide. Additionally, concentrated activities were focused upon specific local speed-related problems within each Element's jurisdiction.

BACKGROUND

Typically each year, the total number of reportable (fatal and injury) collisions within CHP jurisdiction has risen despite the Department's strenuous enforcement efforts. Despite an uncharacteristic and modest decline in 2005, reportable collisions since 2003 totaled 236,134, an increase of 3.1 percent. The number of victims killed totaled 8,016, an increase of 2.7 percent over that same period. The official Statewide Integrated Traffic Records System (SWITRS) collision data shown in the following tables provides additional details reflecting the magnitude of the problem.

**REPORTABLE COLLISIONS/VICTIMS
(WITHIN CHP JURISDICTION, 2003 – 2005)**

Year	Fatal Collisions	Injury Collisions	Total Collisions	Victims Killed	Victims Injured	Total Victims
2003	2,279	74,534	76,813	2,663	115,379	118,042
2004	2,305	77,832	80,137	2,617	118,302	120,919
2005	2,347	76,837	79,184	2,736	115,526	118,262
Total	6,931	229,203	236,134	8,016	349,207	357,223
% Change	+3.0%	+3.1%	+3.1%	+2.7%	+0.1%	+0.2%

Excessive speed consistently causes a disproportionately large share of the reportable collisions within CHP jurisdiction annually. Between 2003 and 2005, collisions with speed as the primary collision factor (PCF) averaged 37.3 percent of all reportable collisions. During that period, there were a total of 88,167 speed-caused collisions. Those crashes resulted in 1,194 fatalities and 132,984 injured victims. From 2003 to 2005, speed-caused collisions surged by 7.0 percent. The total number of victims of such collisions increased by 2.9 percent. The following table provides additional details.

**SPEED-PCF REPORTABLE COLLISIONS/VICTIMS
(WITHIN CHP JURISDICTION, INCLUDING MOTORCYCLES, 2003 – 2005)**

Year	Fatal Collisions	Fatalities	Injury Collisions	Injured Victims	Total Collisions	Total Victims
2003	344	394	27,861	43,480	28,205	43,874
2004	342	382	29,432	44,784	29,774	45,166
2005	365	418	29,823	44,720	30,188	45,138
Speed-PCF Total	1,051	1,194	87,116	132,984	88,167	134,178
% of 3-Yr. Total	15.2%	14.9%	38.0%	38.1%	37.3%	37.6%

In addition to the state's overall problem with speeding motorists, motorcyclists have recently become of greater concern. The growing popularity of racing-style motorcycles, perhaps aggravated by recent movies glorifying reckless driving behaviors, may be contributing to an alarming increase in motorcycle-involved collisions. From 2003 through 2005, the total number of motorcycle-involved collisions rose by 17.4 percent. Motorcycle-involved speed-PCF collisions rose by 22.1 percent. The following table provides additional details.

**MOTORCYCLE-INVOLVED REPORTABLE COLLISIONS/VICTIMS
(WITHIN CHP JURISDICTION, 2003 – 2005)**

Year	Fatal Collisions	Fatalities	Injury Collisions	Injured Victims	Total Collisions	Total Victims
2003	225	230	4,495	4,892	4,720	5,122
Speed-PCF	62	65	1,611	1,768	1,673	1,833
2004	258	256	5,250	5,674	5,508	5,930
Speed-PCF	71	70	1,865	1,994	1,936	2,064
2005	276	276	5,266	5,607	5,542	5,883
Speed-PCF	81	80	1,961	2,100	2,042	2,180
3-Yr. Total	759	762	15,011	16,173	15,770	16,935
3-Yr. Speed-PCF Total	214	215	5,437	5,862	5,651	6,077
% of 3-Yr. Total	28.2%	28.2%	36.2%	36.2%	35.8%	35.9%

Some CHP commands have reported particularly vexing speed-related problems (including street racing) and have specifically requested additional resources to combat them. Those commands include Northern Division (Red Bluff and Clear Lake Areas), Valley Division (Woodland Area), Golden Gate Division (Napa and Dublin Areas), Southern Division (Santa Fe Springs and West Valley Areas), and Inland Division (Victorville Area). However, limited departmental resources preclude allocation of such requested assistance without the acquisition of supplemental grant funding.

Collision statistics confirm that vehicle occupants who are not wearing seatbelts are much more likely to be killed or injured than those occupants who are properly restrained. The results of collisions involving both excessive speed and unrestrained occupants are predictably more adverse. From 2003 through 2005, significant progress was made in reducing the number of unrestrained victims of reportable collisions. However, the percentages of unrestrained fatal and injured victims versus restrained fatal and injured victims remain unacceptably high. Of the 2,736 victims killed in 2005, a total of 748 (or 27.3 percent) were unrestrained. Of the 115,526 victims injured in 2005, a total of 6,742 (or 5.8 percent) were unrestrained. The following table provides additional details.

**UNRESTRAINED VICTIMS OF REPORTABLE COLLISIONS
(WITHIN CHP JURISDICTION, 2003 – 2005)**

Year	Unrestrained Fatalities	% of Total Fatalities	Unrestrained Injured Victims	% of Total Injured Victims	Total # of Unrestrained Victims
2003	920	34.5%	8,940	7.7%	9,860
2004	762	29.1%	7,743	6.5%	8,505
2005	748	27.3%	6,742	5.8%	7,490
Total	2,430	30.3%	23,425	6.7%	25,855

Enhanced enforcement efforts are sorely needed to curb speed-related collisions and reduce the number of victims thereof.

GRANT GOALS

1. To reduce the number of speed-caused reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 30,188 to 29,584 by December 31, 2007.

Progress: Accomplished.

SPEED-CAUSED REPORTABLE COLLISIONS WITHIN CHP JURISDICTION

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline ¹
Jan 2007	2,515	2,465	2,097	-418	-16.6%
Feb 2007	2,515	2,465	2,169	-346	-13.8%
Mar 2007	2,515	2,465	2,284	-231	-9.2%
Apr 2007	2,515	2,465	2,171	-344	-13.7%
May 2007	2,516	2,465	2,232	-284	-11.3%
Jun 2007	2,516	2,465	2,205	-311	-12.4%
Jul 2007	2,516	2,465	2,257	-259	-10.3%
Aug 2007	2,516	2,465	2,388	-128	-5.1%
Sep 2007	2,516	2,466	2,377	-139	-5.5%
Oct 2007	2,516	2,466	2,492	-24	-1.0%
Nov 2007	2,516	2,466	2,363	-153	-6.1%
Dec 2007	2,516	2,466	2,272	-244	-9.7%
TOTAL	30,188	29,584	27,307	-2,881	-9.5%

¹ Figures are rounded to the nearest tenth of a percentage point and indicate overall project performance through the end of the reporting period compared to the baseline averages through the end of the same period.

2. To reduce the number of victims killed in speed-caused reportable collisions within CHP jurisdiction by 3.1 percent from the 2005 base-year total of 418 to 405 by December 31, 2007.

Progress: Accomplished.

**VICTIMS KILLED IN SPEED-CAUSED REPORTABLE COLLISIONS
WITHIN CHP JURISDICTION**

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline
Jan 2007	34	33	25	-9	-26.5%
Feb 2007	34	33	30	-4	-11.8%
Mar 2007	35	33	49	+14	+40.0%
Apr 2007	35	34	21	-14	-40.0%
May 2007	35	34	25	-10	-28.6%
Jun 2007	35	34	35	0	0.0%
Jul 2007	35	34	32	-3	-8.6%
Aug 2007	35	34	34	-1	-2.9%
Sep 2007	35	34	37	+2	+5.7%
Oct 2007	35	34	51	+16	+45.7%
Nov 2007	35	34	25	-10	-28.6%
Dec 2007	35	34	32	-3	-8.6%
TOTAL	418	405	396	-22	-5.3%

3. To reduce the number of victims injured in speed-caused reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 44,720 to 43,826 by December 31, 2007.

Progress: Accomplished.

**VICTIMS INJURED IN SPEED-CAUSED REPORTABLE COLLISIONS
WITHIN CHP JURISDICTION**

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline
Jan 2007	3,726	3,652	3,078	-648	-17.4%
Feb 2007	3,726	3,652	3,114	-612	-16.4%
Mar 2007	3,726	3,652	3,233	-493	-13.2%
Apr 2007	3,726	3,652	3,137	-589	-15.8%
May 2007	3,727	3,652	3,305	-422	-11.3%
Jun 2007	3,727	3,652	3,235	-492	-13.2%
Jul 2007	3,727	3,652	3,300	-427	-11.5%
Aug 2007	3,727	3,652	3,552	-175	-4.7%
Sep 2007	3,727	3,652	3,383	-344	-9.2%
Oct 2007	3,727	3,652	3,543	-184	-4.9%
Nov 2007	3,727	3,653	3,378	-349	-9.4%
Dec 2007	3,727	3,653	3,245	-482	-12.9%
TOTAL	44,720	43,826	39,503	-5,217	-11.7%

4. To reduce the total number of motorcyclists killed in motorcycle-involved speed-caused reportable collisions within CHP jurisdiction by 2.5 percent from the 2005 base-year total of 80 to 78 by December 31, 2007.

Progress: Not Accomplished.

**MOTORCYCLISTS KILLED IN MOTORCYCLE-INVOLVED SPEED-CAUSED
REPORTABLE COLLISIONS WITHIN CHP JURISDICTION**

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline
Jan 2007	6	6	4	-2	-33.3%
Feb 2007	6	6	3	-3	-50.0%
Mar 2007	6	6	14	+8	+133.3%
Apr 2007	6	6	6	0	0.0%
May 2007	7	6	5	-2	-28.6%
Jun 2007	7	6	8	+1	+14.3%
Jul 2007	7	7	10	+3	+42.9%
Aug 2007	7	7	11	+4	+57.1%
Sep 2007	7	7	13	+6	+85.7%
Oct 2007	7	7	11	+4	+57.1%
Nov 2007	7	7	5	-2	-28.6%
Dec 2007	7	7	5	-2	-28.6%
TOTAL	80	78	95	+15	+18.8%

5. To reduce the total number of motorcyclists injured in motorcycle-involved speed-caused reportable collisions within CHP jurisdiction by 3.0 percent from the 2005 base-year total of 2,100 to 2,037 by December 31, 2007.

Progress: Not Accomplished.

**MOTORCYCLISTS INJURED IN MOTORCYCLE-INVOLVED SPEED-CAUSED
REPORTABLE COLLISIONS WITHIN CHP JURISDICTION**

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline
Jan 2007	175	169	100	-75	-42.9%
Feb 2007	175	169	104	-71	-40.6%
Mar 2007	175	169	205	+30	+17.1%
Apr 2007	175	170	162	-13	-7.4%
May 2007	175	170	223	+48	+27.4%
Jun 2007	175	170	299	+124	+70.9%
Jul 2007	175	170	251	+76	+43.4%
Aug 2007	175	170	282	+107	+61.1%
Sep 2007	175	170	251	+76	+43.4%
Oct 2007	175	170	221	+46	+26.3%
Nov 2007	175	170	166	-9	-5.1%
Dec 2007	175	170	107	-68	-38.9%
TOTAL	2,100	2,037	2,371	+271	+12.9%

6. To reduce the total number of unrestrained victims killed in reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 748 to 733 by December 31, 2007.

Progress: Accomplished.

**UNRESTRAINED VICTIMS KILLED IN REPORTABLE
COLLISIONS WITHIN CHP JURISDICTION**

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline
Jan 2007	62	61	45	-17	-27.4%
Feb 2007	62	61	47	-15	-24.2%
Mar 2007	62	61	53	-9	-14.5%
Apr 2007	62	61	38	-24	-38.7%
May 2007	62	61	47	-15	-24.2%
Jun 2007	62	61	47	-15	-24.2%
Jul 2007	62	61	57	-5	-8.1%
Aug 2007	62	61	64	+2	+3.2%
Sep 2007	63	61	47	-16	-25.4%
Oct 2007	63	61	63	0	0.0%
Nov 2007	63	61	52	-11	-17.5%
Dec 2007	63	62	41	-22	-34.9%
TOTAL	748	733	601	-147	-19.7%

7. To reduce the total number of unrestrained victims injured in reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 6,742 to 6,607 by December 31, 2007.

Progress: Accomplished.

**UNRESTRAINED VICTIMS INJURED IN REPORTABLE
COLLISIONS WITHIN CHP JURISDICTION**

Period	Baseline	Goal	Actual	# (+ or -) Diff. from Baseline	% (+ or -) Diff. from Baseline
Jan 2007	561	550	386	-175	-31.2%
Feb 2007	561	550	394	-167	-29.8%
Mar 2007	562	550	420	-142	-25.3%
Apr 2007	562	550	458	-104	-18.5%
May 2007	562	550	400	-162	-28.8%
Jun 2007	562	551	465	-97	-17.3%
Jul 2007	562	551	473	-89	-15.8%
Aug 2007	562	551	482	-80	-14.2%
Sep 2007	562	551	397	-165	-29.4%
Oct 2007	562	551	423	-139	-24.7%
Nov 2007	562	551	348	-214	-38.1%
Dec 2007	562	551	383	-179	-31.9%
TOTAL	6,742	6,607	5,029	-1,713	-25.4%

GRANT OBJECTIVES

1. **To conduct a language assessment of the project's service area to determine needs for materials in languages other than English by December 31, 2006.²**

Result: Accomplished.

A language assessment for each Element was completed on schedule. Solano Area was selected as Element 13 shortly after the Preparation Phase had ended on December 31, 2006. Therefore, the due date for completion of the language assessment was not applicable to Element 13. Project materials were produced in the languages identified during the assessments. The following table provides additional details.

LANGUAGE ASSESSMENT

Elements	Date Due	Date Completed	Languages Identified (if any)
1-3	12/31/06	12/20/06	Spanish
4	12/31/06	10/30/06	Spanish
5	12/31/06	12/12/06	Spanish
6	12/31/06	12/27/06	Spanish
7	12/31/06	12/29/06	Spanish
8	12/31/06	12/07/06	Spanish
9	12/31/06	12/07/06	Armenian, Spanish
10	12/31/06	12/11/06	Spanish
11	12/31/06	12/01/06	Spanish
13	N/A	01/20/07	Spanish

² Project materials will accommodate identified needs.

2. To identify CHP commands having specific local speed-related problems by December 31, 2006.

Result: Accomplished.

Eight field commands with specific local speed-related problems were identified as Elements of the project during October 2006 as planned. During late 2006, an alarming series of fatal crashes along State Route (SR) 12 within Solano Area's jurisdiction prompted CHP Executive Management to select that Area as an additional SLIC Element. Resources were reallocated among the Elements to accommodate Solano Area's needs. The following table provides additional details.

**CHP COMMANDS HAVING SPECIFIC LOCAL
SPEED-RELATED PROBLEMS**

Due Date	Date Identified	Element #	Commands
			Northern Division
12/31/06	10/25/06	4	Red Bluff Area: SR-99
12/31/06	10/25/06	5	Clear Lake Area: Selected intersections
			Valley Division
12/31/06	10/25/06	6	Woodland Area: Major roadways Area-wide
			Golden Gate Division
12/31/06	10/25/06	7	Dublin Area: Interstate 580 and adjacent roads
12/31/06	10/25/06	8	Napa Area: Lake Berryessa area roads
N/A	01/12/07	13	Solano Area: SR-12
			Southern Division
12/31/06	10/25/06	9	West Valley Area: Canyon roads
12/31/06	10/25/06	10	Santa Fe Springs Area: Area-wide street racing
			Inland Division
12/31/06	10/25/06	11	Victorville Area: SR-18 and SR-247

3. To develop an operational plan establishing the policies and procedures for project implementation by December 31, 2006.

Result: Accomplished.

Operational plans for each planned Element were developed on schedule. Solano Area's operational plan was developed immediately upon the Area's selection as an Element during January 2007. Due to the number of operational plans published, only one sample plan (for Element 11) is provided in Annex B. The following table provides additional details.

ELEMENT OPERATIONAL PLANS

Element	Due Date for Development	Date Developed	Date Issued
1 (Statewide, State Highways)	12/31/06	11/28/06	01/02/07
2 (Statewide, County Roads)	12/31/06	11/28/06	01/02/07
3 (Statewide, Motorcycles)	12/31/06	11/28/06	01/02/07
4 (Red Bluff Area)	12/31/06	11/08/07	11/08/07
5 (Clear Lake Area)	12/31/06	12/22/06	01/01/07
6 (Woodland Area)	12/31/06	12/11/06	01/30/07
7 (Dublin Area)	12/31/06	12/28/06	01/15/07
8 (Napa Area)	12/31/06	12/22/06	12/26/06
9 (West Valley Area)	12/31/06	12/11/06	03/26/07
10 (Santa Fe Springs Area)	12/31/06	12/15/06	12/31/06
11 (Victorville Area)	12/31/06	12/21/06	12/22/06
13 (Solano Area)	N/A	01/16/07	01/29/07

4. To hold a news conference announcing the kick off of the project by January 31, 2007.³

Result: Not Accomplished.

During December 2006, the project coordinator attempted to schedule the planned news conference through OMR. However, in January 2007, OMR responded that local news media outlets were disinterested in covering the planned conference due to a recent saturation of such conferences from numerous other sources. Since conference timing was important, the decision was made to cancel plans for a kick off news conference.

³ The requirement for a kick off news conference applied *only* to the statewide Elements of the project. Departmental regulations require that all grant-related news conferences must be approved by Business, Transportation and Housing Agency (BTH) through the Department's Office of Media Relations (OMR).

5. To issue a news release announcing the kick off of the project by January 31, 2007.⁴

Result: Accomplished.

The kick off news release was issued on schedule and appears in Annex C.

**KICK OFF NEWS RELEASE FOR STATEWIDE
ELEMENTS 1-3**

Due Date	Date Sent to GMU	Date Forwarded to OMR	Date of OMR Approval	BTH Approval (YES/NO)	Date Issued
01/31/07	10/25/06	12/22/06	12/22/06	YES	01/31/07

6. To deploy officers, including air support, on project-funded overtime along appropriate routes to enforce traffic and occupant restraint laws during the Program Operations Phase: 56,616 officer overtime hours by September 30, 2007, and 18,870 officer overtime hours by December 31, 2007.⁵

Result: Not Accomplished.

Due to a slow start initially, usage of overtime hours lagged significantly behind planned usage rates. Increased usage rates starting in April 2007 helped ameliorate the problem, but usage of overtime hours remained behind schedule through the summer months. However, extenuating circumstances placed the project on track. Since uniformed pay rates actually charged to the grant significantly exceeded the billing rates used in computations of the budget estimate, expenditures for federal fiscal year (FY) one significantly exceeded the PT0735 budgeted figure (\$4,576,025) for personnel. Therefore, although not all of the planned overtime hours were used, the budgeted funding was completely expended. It was subsequently determined that unexpended funding in other PT0735 budget categories was sufficient to offset the over-expenditures for personnel. The problem continued until it was discovered in November 2007, at which time overtime usage was markedly curtailed. Therefore, all allocated overtime hours had not been used as of the end of the Program Operations Phase on December 31, 2007. Nevertheless, there are no indications that the net decrease in usage of uniformed overtime hours adversely impacted project results. The following tables provide additional details.

⁴ The requirement for kick off and post-project (Objective 12) news releases applied only to the statewide Elements of the project. News releases specific to the local Elements of the project were optional at the discretion of the affected local commands. All grant-related news releases must be approved by BTH through OMR before issuance.

⁵ The figures shown include officer flight crew overtime hours, but not sergeant overtime hours.

**OFFICER OVERTIME HOURS
STATEWIDE ELEMENTS 1-3**

Element #	Total Officer Hours In Budget⁶	Cumulative Officer Hours Used	Hours Remaining	Percentage of Hours Remaining
1	27,890	26,547.50	1,342.50	4.8%
2	26,996	25,125.00	1,871.00	6.9%
3	20,600	17,304.75	3,295.25	16.0%
TOTAL	75,486	68,977.25	6,508.75	8.6%

**CITATIONS ISSUED
STATEWIDE ELEMENTS 1-3**

Violations	Element 1	Element 2	Element 3	Totals for Elements 1-3
Speed	8,427	7,356	5,878	21,661
Unsafe lane change	171	49	93	313
Improper turning	71	43	66	180
Right of way	17	39	14	70
Unsafe starting/backing	27	18	15	60
Stop signs/signals	247	636	222	1,105
Following too close	101	55	48	204
Other hazardous condition	2,209	2,038	1,736	5,983
Wrong side of road	72	92	69	233
Driving under the influence (DUI)	27	36	16	79
Failure to use occupant restraints	1,111	1,332	638	3,081
TOTAL (Elements 1-3)	12,480	11,694	8,795	32,969

⁶ Hours include those for both patrol officers and flight crews (pilots and observers).

7. To conduct concentrated enforcement activities within selected commands tailored to address specific local speed-related problems: 12,560 officer overtime hours by September 30, 2007, and 4,184 officer overtime hours by December 31, 2007.⁷

Result: Not Accomplished.

Although most local Elements could not use all the allocated overtime hours due to reasons explained under Objective 6, three Elements (Elements 5, 6, and 13) used more hours than originally allocated. Due to varying special circumstances, funding for certain other line items could not be expended as planned. Therefore, with OTS approval, those Elements were authorized to use the unexpended funding for additional enforcement activities.

**OFFICER OVERTIME HOURS
LOCAL ELEMENTS 4-11 & 13**

Element #	Total Officer Hours In Budget	Cumulative Officer Hours Used	Hours Remaining	Percentage of Hours Remaining
4	1,446	1,423.50	22.50	1.6%
5	1,000	1,174.75	-174.75	-17.5%
6	1,050	1,995.50	-945.50	-90.0%
7	5,260	3,309.25	1,950.75	37.1%
8	1,728	1,687.00	41.00	2.4%
9	1,430	1,305.00	125.00	8.7%
10	1,276	1,276.00	0.00	0.0%
11	1,554	1,263.00	291.00	18.7%
13	2,000	2,515.00	-515.00	-25.8%
TOTAL	16,744	15,949.00	795.00	4.7%

⁷ The figures shown include officer flight crew overtime hours. They do not include sergeant overtime hours.

**CITATIONS ISSUED
LOCAL ELEMENTS 4-7**

Violations	Elem. 4	Elem. 5	Elem. 6	Elem. 7	Total (Elements 4-7)
Speed	1,022	595	1,279	825	3,721
Unsafe lane change	0	2	3	6	11
Improper turning	1	4	7	4	16
Right of way	1	7	6	2	16
Unsafe starting/backing	1	0	0	0	1
Stop signs/signals	10	15	42	11	78
Following too close	4	8	7	7	26
Other hazardous condition	88	235	518	65	906
Wrong side of road	7	4	2	21	34
DUI	7	28	25	0	60
Failure to use occupant restraints	97	223	182	107	609
TOTAL (Elements 4-7)	1,238	1,121	2,071	1,048	5,478

**CITATIONS ISSUED
LOCAL ELEMENTS 8-11 & 13**

Violations	Elem. 8	Elem. 9	Elem. 10	Elem. 11	Elem. 13	Total (Elements 8-11 & 13)
Speed	487	638	208	1,684	1,524	4,541
Unsafe lane change	3	10	8	0	3	24
Improper turning	3	5	1	3	1	13
Right of way	4	3	0	14	7	28
Unsafe starting/backing	1	5	0	0	0	6
Stop signs/signals	11	13	55	11	17	107
Following too close	1	18	0	0	8	27
Other hazardous condition	45	204	102	12	35	398
Wrong side of road	22	14	0	7	6	49
DUI	17	4	8	11	5	45
Failure to use occupant restraints	66	33	48	69	92	308
TOTAL (Elements 8-11 & 13)	660	947	430	1,811	1,698	5,546

8. To deploy radar trailers 400 times statewide: 200 times by June 30, 2007, and the remaining 200 times by December 31, 2007.

Result: Accomplished.

A total of 2,416 radar trailer deployments were completed. Of those, 733 were completed by the interim due date of June 30, 2007, and the remaining 1,683 by December 31, 2007. The following table provides additional details.

RADAR TRAILER DEPLOYMENTS

Division	Jan-Mar 2007	Apr-Jun 2007	Jul-Sep 2007	Oct-Dec 2007	Cumulative Total
Northern	20	8	54	123	205
Valley	26	75	120	0	221
Golden Gate	25	161	60	246	492
Central	0	4	63	0	67
Southern	0	60	171	35	266
Border	2	40	74	98	214
Coastal	0	215	130	192	537
Inland	24	73	196	121	414
TOTAL	97	636	868	815	2,416

9. To conduct at least 100 speed enforcement operations in conjunction with the speed trailer by December 31, 2007.

Result: Accomplished.

A total of 591 speed enforcement operations in conjunction with radar trailer deployments were completed. The following table provides additional details

SPEED-ENFORCEMENT OPERATIONS IN CONJUNCTION WITH SPEED TRAILERS

Division	Jan-Mar 2007	Apr-Jun 2007	Jul-Sep 2007	Oct-Dec 2007	Cumulative Total
Northern	0	0	3	16	19
Valley	4	15	11	0	30
Golden Gate	1	138	10	28	177
Central	0	1	110	0	111
Southern	0	17	14	0	31
Border	0	0	3	0	3
Coastal	0	0	0	0	0
Inland	1	5	59	155	220
TOTAL	6	176	210	199	591

10. To complete 100 local safety presentations impacting 1,000 people at appropriate venues statewide by June 30, 2007, and an additional 100 presentations impacting 1,000 people by December 31, 2007.

Result: Accomplished.

A total of 1,650 safety presentations were completed. Of those, 391 were completed by the interim due date of June 30, 2007, and the remaining 1,259 by December 31, 2007. An estimated total of over 2 million people were impacted by the presentations. Of those, approximately 120,000 were impacted by the interim due date of June 30, 2007, and the remaining 1.9 million people were impacted by December 31, 2007. Both the number of presentations and the estimated number of people impacted far exceeded the targeted figures. The following tables provide additional details.

LOCAL SAFETY PRESENTATIONS COMPLETED

Division	Jan-Mar 2007	Apr-Jun 2007	Jul-Sep 2007	Oct-Dec 2007	Cumulative Total
Northern	6	2	3	48	59
Valley	16	41	124	136	317
Golden Gate	25	58	57	185	325
Central	42	39	28	0	109
Southern	0	42	57	4	103
Border	13	54	106	170	343
Coastal	0	0	0	0	0
Inland	16	37	57	284	394
TOTAL	118	273	432	827	1,650

ESTIMATED NUMBER OF PEOPLE IMPACTED BY LOCAL SAFETY PRESENTATIONS

Division	Jan-Mar 2007	Apr-Jun 2007	Jul-Sep 2007	Oct-Dec 2007	Cumulative Total
Northern	40	35	60	5,504	5,639
Valley	15,620	92,733	375,222	227,707	711,282
Golden Gate	340	5,150	4,705	839,000	849,195
Central	300	250	225	0	775
Southern	0	1,309	252,978	122,700	376,987
Border	930	450	38,753	24,202	64,335
Coastal	0	0	0	0	0
Inland	0	5,300	2,160	64,165	71,625
TOTAL	17,230	105,227	674,103	1,283,278	2,079,838

11. To develop by January 31, 2007, localized promotional materials to be used as incentive items encouraging participation in project goals and objectives. Materials are to be distributed at appropriate venues (estimated to be approximately 50) by December 31, 2007.

Result: Not Accomplished. Deadline Missed.

Although most affected Elements had developed the desired promotional items by the due date of January 31, 2007, two Elements did not meet the deadline. Also, due to normal administrative delays in processing of the necessary purchase requisitions, some Elements were unable to submit their requisitions for the desired items to Purchasing Services Unit by the departmentally imposed deadline of February 1, 2007. The annual deadline fell much earlier in 2007 than in previous years and this adversely affected the Element project coordinators' ability to comply therewith. Those Elements that missed the departmental deadline had to wait until July 1, 2007, to submit purchase requisitions. Since late submission of the documents would result in delayed receipt of the promotional items until much later than desired, Elements 4 and 9 cancelled plans to distribute promotional items. Moreover, a possible problem with the safety of imported promotional items prompted issuance of a departmental directive (a COMM-NET dated October 25, 2007) suspending procurement and distribution of such promotional items until further notice. On June 12, 2008, another COMM-NET rescinded the previous October 2007 directive, thus allowing continuation of the acquisition process for those promotional items unrelated to food/beverages. However, this occurred well after the PT0735 Program Operations Phase had ended on December 31, 2007. As of the April through June 2008 reporting period, Elements 1-3, 5, 7, 10, and 11 had received and distributed at least some promotional items at appropriate venues for SLIC and other OTS grant projects. These problems are addressed under "**PROBLEMS**" in this Final Report. Pictures of some of the promotional items appear in Annex D. The following tables provide additional information.

PROMOTIONAL ITEMS

Items Selected	Date Developed	Date Distribution Began
Element 1: Silicone bracelets, plastic lens cleaner keychains, carabiner highlighters, mirage pens	12/04/06	06/18/07
Element 2: CD sweepers, paper pad/pen package	12/04/06	06/18/07
Element 3: Nail files, pill boxes, state road maps, license plate frames, auto sun shades, lint brushes, eyeglass fix kits, sunglasses, coloring kits, beach balls, blowing bubbles, kick balls, beanie caps, manicure sets, lanyards	12/04/06	06/13/08
Element 4: Registration card holders	01/10/07	N/A
Element 5: Substance abuse sliders, stress relievers, coffee mugs, lanyards, T-shirts	01/22/07	07/30/07
Element 7: Coffee mugs, key chains, lanyards, sun shades, light pens, water bottles, golf gift bags, golf terry towels	01/19/07	10/04/07
Element 9: Key chains, key lights, carabiner flashlights, pens	03/02/07	N/A
Element 10: Carabiners, key lights, carabiner flashlights, pens	01/22/07	10/23/07
Element 11: Key vaults, nail files, pens, pill boxes, note pads, license plate frames, playing cards, gym bags, magnifying rulers, mini tape measures, auto sun shades, lint brushes, kick balls, garage car stops, lanyards	02/01/07	09/28/07

VENUES USED FOR DISTRIBUTION OF PROMOTIONAL ITEMS⁸

Element #	Venues	# Venues
1	(Numerous venues statewide)	432
2	(Numerous venues statewide)	432
3	(Numerous venues statewide)	500 ⁹
5	Lake County Fair, local school bicycle rodeos & safety presentations.	9
7	Local safety presentations.	Not tracked
10	Local safety presentations.	Not tracked
11	Local safety presentations.	Not tracked
4 & 9	(Items not ordered)	N/A

⁸ Due to the delays in acquisition/distribution of promotional items, adjustments to scheduled venues had to be made and some Elements did not track the number of venues since the end of the Program Operations Phase was already near.

⁹ This figure is an approximation only since the number of venues was not precisely tracked.

12. To issue a post-project news release publicizing the project, promoting its benefits, and detailing its most favorable outcomes by March 31, 2008.

Result: Not Accomplished. Deadline Missed.

POST-PROJECT NEWS RELEASE FOR STATEWIDE ELEMENTS 1-3

Due Date	Date Sent to GMU	Date Forwarded to OMR	Date of OMR Approval	BTH Approval (YES/NO)	Date Issued
03/31/08	03/21/08	03/21/08	/ /		/ /

A post-project news release was drafted, but finalized collision data was not yet available. Therefore, OMR and SPS opted to delay issuance of the release until more complete official SWITRS data was available. Finalized SWITRS collision data became available very late in the project period. As a result, the planned news release could not be issued before the project ending date. Nevertheless, because project results were so positive, SPS still plans to issue the post-project news release in near future.

13. To use the following standard language in all press, media, and printed materials: "Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration."

Result: Accomplished.

The required standard language appeared in all news releases issued.

14. To install and deploy grant-funded speed enforcement equipment in patrol vehicles as appropriate by June 30, 2007.

Result: Not Accomplished. Deadline Missed.

Due to funding issues explained later under "**PROBLEMS**," the planned conventional radar units could not be purchased for installation in patrol vehicles. However, hand-held Light Detection and Ranging (LIDAR) units for speed enforcement were requested. Due to unavoidable delays in the acquisition process, a purchase order for the LIDAR units was not submitted until March 2008, well after the Program Operations Phase had ended. Nevertheless, the project's enforcement activities were successfully implemented despite the delayed acquisition of the LIDAR units. The new speed enforcement equipment arrived during the April through June 2008 reporting period and was promptly delivered to field commands. The equipment will be used to support enforcement activities in other current and future OTS grant projects.

METHODOLOGY/CHRONOLOGY

A 24-month traffic safety project was coordinated by SPS and implemented statewide by the eight CHP field Divisions. The project focused upon enhanced speed enforcement efforts augmented by aerial support. In addition, a broad public awareness campaign, including issuance of news releases, deployments of radar trailers, and distribution of grant-related materials to elicit project support as well as enhance public awareness, was also conducted.

The project funded deployment of officers on overtime for enforcement of traffic laws, particularly speed laws, along problematic roadways within the Department's jurisdiction. SLIC was comprised of 13 sub-projects (Elements): 12 operational and one administrative. There were three statewide operational Elements which addressed state highways, county roads, and motorcycles, respectively. The remaining nine operational Elements were implemented by Area commands to address specific local speed-related problems: Red Bluff and Clear Lake Areas (within CHP's Northern Division); Woodland Area (within Valley Division); Dublin, Napa, and Solano Areas (within Golden Gate Division); West Valley and Santa Fe Springs Areas (within Southern Division); and Victorville Area (within Inland Division). The administrative Element, also administered by SPS, provided appropriate support to the operational Elements. During the project, the Department used a variety of enforcement techniques including roving patrols, radar enforcement teams, concentrated patrols, enforcement in conjunction with deployment of radar trailers, and aerial surveillance.

The project was conducted in four phases: 1) Program Preparation, 2) Program Operations, 3) Data Gathering and Reporting, and 4) Final Report and Executive Summary. The following table details the project methodology, as outlined in the grant agreement, and the actual chronology of activities.

<i>METHODOLOGY OUTLINED IN GRANT AGREEMENT</i>	<i>ACTUAL PROJECT CHRONOLOGY</i>
Phase I – Program Preparation October 1, 2006, through December 31, 2006	
Tasks to be accomplished:	Tasks accomplished:
<ul style="list-style-type: none">• Conduct language assessment by 12/31/06.	<ul style="list-style-type: none">• Language assessment for each originally selected operational Element completed by 12/29/06. Assessment revealed project materials in Spanish and Armenian needed. Solano Area subsequently identified in January 2007 as additional Element and language assessment promptly completed by 01/20/07.
(Continued)	

Tasks to be accomplished: (Continued)	Tasks accomplished:
<ul style="list-style-type: none"> Identify commands having specific speed-related problems by 12/31/06. 	<ul style="list-style-type: none"> Originally selected Area commands identified by 10/25/06. Solano Area later identified on 01/12/07.
<ul style="list-style-type: none"> Develop an operational plan by 12/31/06. 	<ul style="list-style-type: none"> Operational plans for all originally selected operational Elements developed by 12/28/06. Operational plan for Solano Area developed by 01/16/07.
<ul style="list-style-type: none"> Prepare for news conference to be held during Program Operations Phase. 	<ul style="list-style-type: none"> Preparations revealed inadequate media interest due to timing. Plans for news conference cancelled.
<ul style="list-style-type: none"> Draft kick off news release for statewide elements (for issuance in January 2007). 	<ul style="list-style-type: none"> Kick off news release drafted and coordinated with GMU.
<ul style="list-style-type: none"> Select educational materials. 	<ul style="list-style-type: none"> Appropriate educational materials selected.
<ul style="list-style-type: none"> Submit requests for any necessary contracts/equipment. 	<ul style="list-style-type: none"> Requests for contractual documents associated with radar repair and certification submitted on schedule. Requests for LIDAR units and radar trailers delayed while awaiting development of specifications for bid process.
<ul style="list-style-type: none"> Plan venues for safety presentations and distribution of educational/promotional items. 	<ul style="list-style-type: none"> Planned venues (safety presentations, informational booths, sporting events, etc.) selected by Area public affairs officers.
Phase II – Program Operations January 1, 2007, through December 31, 2007	
Tasks to be accomplished:	Tasks accomplished:
<ul style="list-style-type: none"> Hold kick off news conference by 01/31/07. 	<ul style="list-style-type: none"> Plans for news conference cancelled due to lack of media interest.
<ul style="list-style-type: none"> Issue kick off news release by 01/31/07. 	<ul style="list-style-type: none"> Kick off news release issued on 01/31/07.
(Continued)	

Tasks to be accomplished: (Continued)	Tasks accomplished:
<ul style="list-style-type: none"> Develop promotional items by 01/31/07 and order. 	<ul style="list-style-type: none"> Seven of nine affected Elements selected promotional items by due date and items ordered. Due to circumstances, two Elements cancelled plans to order items.
<ul style="list-style-type: none"> Install and deploy grant-funded speed enforcement equipment by 06/30/07. 	<ul style="list-style-type: none"> Conventional radar units not purchased. Deployment of hand-held LIDAR units (installation not applicable) delayed by development of bid specifications and prolonged acquisition process.
<ul style="list-style-type: none"> Deploy officers, including air support, for enforcement during Program Operations Phase ending 12/31/07. 	<ul style="list-style-type: none"> Ground and air officers deployed statewide for enforcement throughout project's Program Operations Phase. Approximately 32,900 citations issued (over 21,600 for speeding).
<ul style="list-style-type: none"> Conduct concentrated enforcement activities within selected commands to address local speed-related problems by 12/31/07. 	<ul style="list-style-type: none"> Ground and air officers deployed in nine selected Area commands for enforcement. Approximately 11,000 citations issued (over 8,200 for speeding).
<ul style="list-style-type: none"> Deploy radar trailers 400 times statewide: 200 times by 06/30/07 and remaining 200 times by 12/31/07. 	<ul style="list-style-type: none"> Radar trailers deployed 733 times statewide by 06/30/07 and another 1,683 times by 12/31/07.
<ul style="list-style-type: none"> Conduct at least 100 speed enforcement operations in conjunction with speed trailer by 12/31/07. 	<ul style="list-style-type: none"> Nearly 600 speed enforcement operations in conjunction with radar trailer deployments conducted by 12/31/07.
<ul style="list-style-type: none"> Complete 100 local safety presentations at appropriate venues statewide impacting 1,000 people by 06/30/07 and an additional 100 presentations impacting 1,000 people by 12/31/07. 	<ul style="list-style-type: none"> Nearly 400 presentations impacting over 122,000 people completed by 06/30/07. Over 1,200 presentations impacting approximately 1.9 million people completed by 12/31/07.
<ul style="list-style-type: none"> Distribute promotional items at appropriate venues statewide by 12/31/07. <p>(Continued)</p>	<ul style="list-style-type: none"> Due to prolonged acquisition problems, items not received until December 2007 or later. Distribution began promptly upon receipt, but generally after Program Operations Phase ended on 12/31/07.

Tasks to be accomplished: (Continued)	Tasks accomplished:
<ul style="list-style-type: none"> • Provide OTS with copies of executed contracts. 	<ul style="list-style-type: none"> • Copies of executed contracts for radar services (certifications and repairs) sent to OTS. (See Annex E.)
<ul style="list-style-type: none"> • Draft post-project news release in preparation for issuance by 03/31/08. 	<ul style="list-style-type: none"> • Drafted on schedule, but official SWITRS statistics for entire Program Operations Phase not yet available.
Phase III – Data Gathering and Reporting October 1, 2006, through September 30, 2008	
Tasks to be accomplished:	Tasks accomplished:
<ul style="list-style-type: none"> • Issue post-project news release by 03/31/08. 	<ul style="list-style-type: none"> • Delayed due to unavailability of finalized SWITRS collision data until shortly before project ending date. News release still planned for issuance in near future.
<ul style="list-style-type: none"> • Use the required standard language in all press, media, and printed materials. 	<ul style="list-style-type: none"> • Required standard language used in all news releases issued.
	<ul style="list-style-type: none"> • Hand-held LIDAR units purchased in lieu of conventional radar units. Extensive delays in DGS acquisition process caused late receipt (in June 2008 after Program Operations Phase ended on 12/31/07). LIDAR units promptly issued and deployed upon receipt.
<ul style="list-style-type: none"> • Submit quarterly progress reports to OTS. 	<ul style="list-style-type: none"> • Quarterly progress reports submitted to OTS on schedule.
Phase IV - Final Report and Executive Summary October 1, 2008, through November 29, 2008	
Tasks to be accomplished:	Tasks accomplished:
<ul style="list-style-type: none"> • Complete Final Report and submit to OTS by 11/29/07. 	<ul style="list-style-type: none"> • Consolidated Final Report incorporating all elements drafted by GMU on schedule. Report finalized, submitted for review, approved, and delivered to OTS on schedule.

PROBLEMS

The SLIC project was plagued by numerous problems, particularly with enforcement/support operations and the public awareness campaign, which adversely affected its implementation. Although most project activities progressed on schedule, several issues presented notable obstacles for project coordinators. However, the obstacles were successfully overcome and the difficulties had no apparent negative impact upon project results, which were generally outstanding. However, some of these problems dictated the need for a formal revision to the PT0735 Grant Agreement.

On May 21, 2008, a formal revision request was submitted to OTS for approval. The revision was necessary to extend the grant ending date by three months to accommodate processing of the large vendor invoice for LIDAR units arriving very late in the grant period. The May 2008 revision extended the SLIC grant through September 30, 2008. The revision also reallocated budgeted funding. Unspent funding in the Personnel category was transferred to permit overtime by appropriate staff within Information Management Division's Support Services Section (SSS) to reduce the large backlog of collision data for entry into SWITRS. Funding was also transferred to the Travel category to accommodate a statewide conference addressing issues associated with a problematic increase in motorcycle-involved collisions. On June 6, 2008, OTS approved the revision to the PT0735 grant agreement. Additional details are provided in the following paragraphs.

Enforcement/Support Operations

1. **Uniformed Overtime.** As explained earlier, the higher-than-expected charges to the grant for uniformed overtime (due to higher than estimated billing rates) resulted in over-expenditures for those line items and also precluded use of all the uniformed overtime hours originally planned. Unexpended funding for nonuniformed overtime hours during FY-1 was used to offset the over-expenditures for uniformed staff. Field commands also received instructions to reduce uniformed overtime usage during FY-2 to prevent continuation of the problem. However, by the time the problem was discovered in late November 2007, expenditures for October and November (in FY-2) had already continued at the previously planned rate. According to the February 2008 accounting ledger, expenditures for overtime did not exceed the budgeted figure for FY-2. In fact, expenditures fell significantly short (approximately \$400,000) of the \$1.8 million budgeted for FY-2. This may have resulted from the Divisions' aggressive reductions in enforcement operations late in 2007 because of concerns regarding possible over-expenditures (due to the billing rate problem explained earlier). Therefore, as of the end of the Program Operations Phase on December 31, 2007, not all allocated overtime hours had been used.

Because: a) uniformed overtime usage is typically concentrated during the summer months of peak travel, and b) accounting ledgers necessarily run approximately two months in arrears, the problem with the disparity between the uniformed staff billing rates (used for the budget estimate) and the actual charges to the grant was not discovered until very late in the Program Operations Phase. Since overtime usage should continue to be concentrated during the summer

driving months, corrective measures, of necessity, must focus upon striving toward more frequent and timely reporting of overtime expenditures. Special reports generated by SSS are now being provided to GMU and the Grant Director. This should alleviate the problem somewhat.

2. **Nonuniformed Overtime.** Due to the lack of a state budget by July 2008, the Governor imposed special spending restrictions. Those restrictions precluded nonuniformed staff in SSS from utilizing most of the newly allocated overtime contained in the May 2008 revision discussed earlier. The overtime was intended to alleviate the large backlog in collision data input to SWITRS. The large backlog was adversely affecting departmental reporting on the status of numerous OTS grants. The backlog was also adversely impacting the Department's ability to promptly identify and respond to traffic safety problems statewide. Unfortunately, the backlog had only been marginally reduced by the time the Governor's restrictions were implemented. Very late in September 2008, approval was finally granted for the resumption of nonuniformed overtime usage. SSS promptly used the brief window of opportunity to continue work on the backlog. Therefore, much of the allocated funding could not be used by the project ending date of September 30, 2008, and the backlog problem persists. GMU is in the process of allocating some available nonuniformed overtime in PT0826 (Saving Lives In California [SLIC] II) to continue work on the backlog.

3. **Equipment Acquisition.** Due to heightened sensitivity surrounding departmental sole-source purchases, the Department believed it was essential to delay its acquisition of the needed radar/LIDAR units in order to permit thorough development of appropriate specifications for the open bid process. Appropriately detailed specifications for the LIDAR units were developed and forwarded to Purchasing Services Unit (PSU) in September 2007. The Department of General Services (DGS) managed the bidding process for the LIDAR units. Due to routinely expected delays with DGS purchases, the transaction could not be completed by the end of FY-1 on September 30, 2007. Therefore, the encumbrance of the associated funding necessitated the latter's carryover to FY-2. OTS was notified via electronic mail on October 12, 2007, so that the carryover of approximately \$1.1 million in funding for the LIDAR units could be coordinated with NHTSA. As of December 31, 2007, DGS was still preparing documents for the bid process and a request for bids had not yet been issued. OTS approved the carryover of the funding on January 15, 2008. A purchase order for 454 LIDAR units was finally issued on March 18, 2008. The units were received and distributed to field commands by June 30, 2008. The vendor's invoice (for approximately \$1 million) for the units was approved and hand-carried to Accounts Payable Unit in late June for processing. To ensure payment of the large invoice during the grant period, which is required for reimbursement by OTS, the grant period was extended by three months through September 30, 2008, via the May 2008 revision discussed earlier.

A sole-source purchase requisition for conventional radar units (to ensure compatibility with the Department's existing large inventory) was submitted to CHP Executive Management for approval. However, approval of the sole-source purchase was denied in favor of the open bid process. Therefore, the purchase of the radar units was not completed by September 30, 2007. Research and Planning Section (RPS) expressed a desire to proceed with the purchase by

requesting from OTS a carryover of the allocated FY-1 funding to FY-2. However, as explained earlier, inadvertent over-expenditures in the Personnel Costs category dictated that all unexpended funding in the remaining budget categories (including that for the conventional radar units) be reserved to offset the over-expenditures in the Personnel Costs category. Therefore, the planned conventional radar units could not be purchased.

Acquisition of the budgeted 23 radar trailers was also significantly delayed. A purchase requisition for the trailers was submitted to PSU in January 2007. A request for bids was subsequently issued. However, of the bids received by August 2007, only one met all the required specifications. The other bidders failed to meet the maximum towing weight restriction. Moreover, the single bid meeting all specifications was significantly higher than previous departmental purchases of similar trailers. Therefore, it was mutually agreed by PSU, RPS, and SPS to submit a revised purchase requisition for just 18 trailers (to accommodate the expected higher unit price) and to issue a new request for bids in order to enhance competition and attract more compliant vendors. A purchase requisition for the 18 trailers was approved on September 11, 2007, and submitted to PSU. Since the budgeted funds (\$362,250) had already been encumbered by Fiscal Management Section for the purchase, the delayed acquisition dictated a carryover of the unexpended funds from FY-1 to FY-2. OTS was notified via electronic mail on September 12, 2007, and OTS responded that the carryover of funding for the trailers had been coordinated with NHTSA. A purchase order for the 18 trailers was issued by DGS on December 19, 2007. The lowest unit price provided by a compliant bidder was sufficiently low that the purchase of only 18 trailers would have resulted in an unspent balance of approximately \$125,000.00 for the budgeted line item. Since 23 trailers were originally needed and requested, and since the terms of the purchase order allowed an increase in the number of units ordered by up to 33 percent, RPS decided to exercise that option. On January 8, 2008, the purchase order was amended at the request of RPS to increase the number of radar trailers ordered back up to the originally planned 23 units. All the trailers arrived at Fleet Operations Section (FOS) by early April 2008 for preparation prior to field deployment. A delay in acquisition of required departmental decals precluded trailer deployment within the April through June 2008 reporting period. As reported by FOS, the decals arrived in late June 2008 and were promptly installed. The trailers were ready for field deployment as of early July. FOS coordinated with RPS to determine field command assignments and all trailers were deployed by September 2, 2008.

4. Contractual Services (Allied Agencies). Element 5 (Clear Lake Area) determined approximately \$30,000 in funding for contracted support by the California Department of Transportation (Caltrans) would not be needed since Caltrans was participating in Element 5's activities at no cost. Therefore, Clear Lake Area submitted a formal request to transfer the funding from the Contractual Services budget category to the Personnel Costs category for additional enforcement overtime. GMU evaluated the request, concluded it was justified, and contacted OTS for permission to submit a formal revision to the PT0735 Grant Agreement to accommodate Clear Lake Area's needs.¹⁰ In July 2007, OTS responded via telephone that a formal revision was unnecessary. Since the amounts involved were small relative to Personnel

¹⁰ Element 6 (Woodland Area) also had a similar problem, as explained shortly, and was included in the same request to OTS for a formal grant revision.

category funding for the overall project, and in order to avoid an administratively cumbersome revision, OTS approved Elements 5 and 6 to simply over spend their respective Personnel category budgets by the sums corresponding to the respective line item amounts in the Contractual Services category. However, the funds originally budgeted within each Element's Contractual Services category were to remain unspent in order to offset the approved over spending in the Personnel category. Element project coordinators were notified of OTS' approved resolution.

Public Awareness Campaign

1. News Conference. As explained under "Objective 4" earlier, the planned kick off news conference was not held. OMR determined local news media outlets were disinterested in covering the planned conference. Since conference timing was important, SPS cancelled plans for the news conference.

2. Paid Media. Due to circumstances beyond its control, Element 6 (Woodland Area) was unable to conduct the planned paid media campaign specified in Objective 12 of the original PT0735 Grant Agreement.¹¹ The Element 6 coordinator and the Area commander contacted both the Valley Division project coordinator and the Community Outreach and Marketing Unit contract manager to plan the purchase of several public service announcements through the departmental contractor for media services, Ogilvy Public Relations Worldwide (OPRW). Preliminary discussions with OPRW occurred in December 2006. However, it was determined on February 8, 2007, that there was insufficient "headroom" in the departmental contract with OPRW to accommodate the Element 6's paid media plans. Due to the unavoidable and prolonged delays associated with other options for securing a paid media contract, Woodland Area determined that it was impractical to conduct the media campaign as originally planned and evaluated other possible options for the allocated funding. After GMU's coordination with OTS, Woodland Area cancelled plans for the paid public service announcements.¹²

On July 12, 2007, Woodland Area submitted a formal request to transfer the allocated funding for those announcements from the Contractual Services category of the budget to the Personnel Costs category to accommodate additional overtime needed for enforcement. The allocations between federal fiscal years would also be revised to significantly increase enforcement activities during FY-2. Upon receipt of Woodland Area's request, GMU coordinated with OTS for permission to submit a formal revision to the PT0735 Grant Agreement effecting the transfer. OTS concurred with the plan to use the funding for additional enforcement in lieu of the public service announcements, but preferred to avoid the administrative requirements and delays associated with a formal revision. OTS requested that Woodland Area simply overspend the originally allocated FY-1 funding for overtime by the amount budgeted for the announcements, which was to remain unspent in the Contractual Services category. OTS also declined to shift a large amount of FY-1 funding to FY-2. Since OTS' approved resolution differed significantly

¹¹ Objective 12 called for the airing of public service announcements directed at speeding by December 31, 2007.

¹² This also caused Objectives 13 and 14 (dealing with required reporting for paid media) in the original PT0735 Grant Agreement to become inapplicable. The December 2007 formal revision to that Agreement deleted Objectives 12-14 and was approved by OTS in January 2008.

from Woodland Area's request and would result in a large amount of uniformed overtime to be used before September 30, 2007, the Area expressed concerns regarding its ability to use all the newly available FY-1 overtime hours by the deadline. GMU assured Element 6 that no adverse repercussions would result if all the overtime hours were not used and that the Area should simply make its best effort to effectively and efficiently use an appropriate portion of the extra overtime made available by OTS. Although the newly available funding for FY-2 was considerably less than Woodland Area had requested, it was determined to be marginally adequate to meet the Element's needs.

The net result was that Woodland Area was unable to conduct the paid media portion of the planned public awareness campaign. In addition, the Area used many more uniformed overtime hours for enforcement in FY-1 than originally planned or budgeted.

3. Promotional Items. As stated earlier under "Objective 11," the deadline for development of project promotional items was not met by two Elements. The actual acquisition of promotional items fell behind schedule since some local Elements were unable to meet PSU's unusually early annual deadline for submission of purchase documents. Moreover, during the October through December 2007 reporting period, the Department became aware of a possible problem with imported promotional items containing lead-based paint. Procurement and distribution was promptly halted pending resolution of the problem. Therefore, item distribution was delayed indefinitely. When the issue was finally resolved, procurement resumed. The ordered items arrived either very late in the Program Operations Phase, or after it had ended. Items were distributed at appropriate venues for the PT0826 (SLIC II) grant, but were unavailable to support the PT0735 grant's public awareness campaign.

4. News Release. Objective 12 specified the issuance of a post-project news release by March 31, 2008. However, due to the unavailability of finalized SWITRS collision data for the entire Program Operations Phase, project results were unknown and coordinators indefinitely postponed issuance of the post-project release. Finalized SWITRS data remained unavailable until late September 2008. Therefore, a post-project news release had not been issued by the project's ending date of September 30, 2008. Nevertheless, because project results were so impressively favorable, the SPS coordinator is still proceeding with plans to issue a post-project in the near future.

RESULTS

The project ended as planned on September 30, 2008. Of the project's 14 objectives, only eight were accomplished on schedule. Six were either accomplished after the specified deadline or not accomplished. Objective 4 (kick off news conference) was not accomplished due to poor receptivity by the media. Objectives 6 and 7 (usage of uniformed overtime hours) were not accomplished due to actual costs exceeding the budgeted figures. Objective 11 (distribution of promotional items) was accomplished after the deadline due to unavoidable procurement delays. Objective 12 (post-project news release) could not be accomplished by the project ending date due to the delayed availability of finalized collision data. Objective 14 (deployment of LIDAR)

was also accomplished late due to unavoidable procurement delays. Despite numerous adverse circumstances, project resources were efficiently managed and project coordinators did a commendable job of overcoming the many obstacles.

Achievement of project goals was outstanding overall. Of the seven goals, five were accomplished and most were surpassed by very wide margins. Goal 1 sought a 2.0 percent reduction in speed-caused collisions within CHP jurisdiction. The project yielded a 9.5 percent reduction. Goal 2 sought a 3.1 percent reduction in the number of fatal victims of those collisions. Such fatalities declined by 5.3 percent. Goal 3 sought a 2.0 percent reduction in the number of injured victims. The total declined by 11.7 percent. Goal 6 sought a 2.0 percent reduction in the number of unrestrained fatal victims. Such fatalities dropped by 19.7 percent. Goal 7 sought a 2.0 percent reduction in the number of unrestrained injured victims. The total fell by 25.4 percent. These results were very impressive and gratifying.

Only Goals 4 and 5, both related to motorcycle crash victims, were not achieved. Goal 4 sought a 2.5 percent reduction in the number of motorcyclists killed in speed-caused collisions within CHP jurisdiction. However, despite significantly increased enforcement activities, the number surged by 18.8 percent. Goal 5 sought a 3.0 percent reduction in the number of motorcyclists injured in such crashes. Statistics indicated a sharp increase of 12.9 percent. These results were both disappointing and alarming. It remains unclear what factors may have played a role in the steep rise in motorcycle collision statistics. However, it is well documented that the rapid and dramatic rise in gasoline prices has triggered a broad search for cheaper means of transportation. With increasing frequency, individuals are opting for motorcycles. A significant spike in the number of motorcycle riders likely contributed to the concurrent rise in motorcycle-involved collision statistics.

Due to routinely long delays in the availability of official SWITRS collision statistics, the escalating problem was not recognized until late in the Program Operations Phase. Promptly upon problem identification, the Department sought OTS approval to conduct a conference on the issue to discuss likely causes and possible remedies. OTS fully supported CHP's proactive efforts and, as a result, the California Motorcycle Safety Summit was held in Irvine in late May 2008. Approximately 200 representatives from public agencies and private organizations or businesses with interests in motorcycle safety attended the conference. The Department of Motor Vehicles, OTS, CHP, local law enforcement agencies, equipment manufacturers, insurance companies, rider groups, industry publications, military services, law firms, and "think tank" organizations were represented. Over the three day conference, the nature of the problem was discussed, "brainstorming" sessions were held, and possible solutions were posed. The group reviewed current successful programs and mapped out a strategy for continuing efforts by producing a summary of ideas to increase motorcyclist safety in California. The conference agenda and summary report appear in Annex F. CHP is also considering a reallocation of grant resources to focus even more attention upon motorcycle safety.

DOCUMENTATION

Appropriate input and output documents are included as annexes to this PT0735 Final Report and are listed in the Table of Contents.

ANNEX A

PT0735 GRANT AGREEMENT



State of California

PROJECT NUMBER

PT0735

OFFICE OF TRAFFIC SAFETY
GRANT AGREEMENT

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE

SAVING LIVES IN CALIFORNIA (SLIC)

2. NAME OF APPLICANT AGENCY

CALIFORNIA HIGHWAY PATROL (CHP)

3. AGENCY UNIT TO HANDLE PROJECT

PLANNING AND ANALYSIS DIVISION (PAD)

4. PROJECT PERIOD

Month - Day - Year

From: 10-01-06

To: 09-30-08

5. PROJECT DESCRIPTION (Provide an overview of the project activities that will address the problem statement, in approximately 100 words. Space is limited to six lines.)

The California Highway Patrol (CHP) will implement a statewide project to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims by various percentages from corresponding 2005 totals. Strategies include greatly enhanced enforcement, augmented by air support, and a broad public awareness campaign (radar trailer deployments, safety presentations, news conference/releases, etc.). Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems (e.g., street racing).

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED:

\$9,464,309.01

7. APPROVAL SIGNATURES

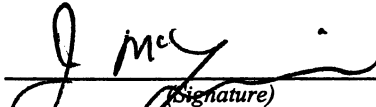
A. PROJECT DIRECTOR

NAME: J. E. McLAUGHLIN PHONE: (916) 657-4098

TITLE: Chief FAX: (916) 657-4087

ADDRESS: 2555 First Avenue
Sacramento, California 95818-2696

E-MAIL: jmclaughlin@chp.ca.gov


(Signature) 5/16/08
(Date)


B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: K. P. GREEN PHONE: (916) 657-7194

TITLE: Ass't. Commissioner, Staff FAX: (916) 657-7324

ADDRESS: 2555 First Avenue
Sacramento, California 95818-2696

E-MAIL: kgreen@chp.ca.gov


(Signature) 5/20/08
(Date)

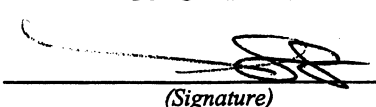
C. FISCAL OR ACCOUNTING OFFICIAL

NAME: M. S. EPPS PHONE: (916) 375-2733

TITLE: Commander FAX: (916) 375-2752

ADDRESS: 860 Stillwater Road
West Sacramento, California 95605-1649

E-MAIL: mepps@chp.ca.gov


(Signature) 5/24/08
(Date)

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: Fiscal Management Section

ADDRESS: P. O. Box 942900
Sacramento, California 94298-2900

SCHEDULE A**PROJECT No: PT0735****PROJECT DESCRIPTION****PAGE 1****PROBLEM STATEMENT**

Typically each year, the total number of reportable (fatal and injury) collisions within California Highway Patrol (CHP) jurisdiction has risen despite the Department's strenuous enforcement efforts. Despite an uncharacteristic and modest decline in 2005, reportable collisions since 2003 totaled 236,134, an increase of 3.1 percent. The number of victims killed totaled 8,016, an increase of 2.7 percent over that same period. The official Statewide Integrated Traffic Records System (SWITRS) collision data shown in the following tables provides additional details reflecting the magnitude of the problem.

**REPORTABLE COLLISIONS/VICTIMS
(WITHIN CHP JURISDICTION, 2003 – 2005)
Data Set Job #: 501888**

Year	Fatal Collisions	Injury Collisions	Total Collisions	Victims Killed	Victims Injured	Total Victims
2003	2,279	74,534	76,813	2,663	115,379	118,042
2004	2,305	77,832	80,137	2,617	118,302	120,919
2005	2,347	76,837	79,184	2,736	115,526	118,262
Totals	6,931	229,203	236,134	8,016	349,207	357,223
% Change	+3.0%	+3.1%	+3.1%	+2.7%	+0.1%	+0.2%

Excessive speed consistently causes a disproportionately large share of the reportable collisions within CHP jurisdiction annually. Between 2003 and 2005, collisions with speed as the primary collision factor (PCF) averaged 37.3 percent of all reportable collisions. During that period, there were a total of 88,167 speed-caused collisions. Those crashes resulted in 1,194 fatalities and 132,984 injured victims. From 2003 to 2005, speed-caused collisions surged by 7.0 percent. The total number of victims of such collisions increased by 2.9 percent. The following table provides additional details.

**SPEED-PCF REPORTABLE COLLISIONS/VICTIMS
(WITHIN CHP JURISDICTION, INCLUDING MOTORCYCLES, 2003 – 2005)
Data Set Job #: 501888**

Year	Fatal Collisions	Fatalities	Injury Collisions	Injured Victims	Total Collisions	Total Victims
2003	344	394	27,861	43,480	28,205	43,874
2004	342	382	29,432	44,784	29,774	45,166
2005	365	418	29,823	44,720	30,188	45,138
Speed-PCF Totals	1,051	1,194	87,116	132,984	88,167	134,178
% of 3-Yr. Total	15.2%	14.9%	38.0%	38.1%	37.3%	37.6%

SCHEDULE A**PROJECT NO: PT0735****PROJECT DESCRIPTION****PAGE 2**

In addition to the state's overall problem with speeding motorists, motorcyclists have recently become of greater concern. The growing popularity of racing-style motorcycles, perhaps aggravated by recent movies glorifying reckless driving behaviors, may be contributing to an alarming increase in motorcycle-involved collisions. From 2003 through 2005, the total number of motorcycle-involved collisions rose by 17.4 percent. Motorcycle-involved speed-PCF collisions rose by 22.1 percent. The following table provides additional details.

**MOTORCYCLE-INVOLVED REPORTABLE COLLISIONS/VICTIMS
(WITHIN CHP JURISDICTION, 2003 – 2005)
Data Set Job #: 501888**

Year	Fatal Collisions	Fatalities	Injury Collisions	Injured Victims	Total Collisions	Total Victims
2003	225	230	4,495	4,892	4,720	5,122
Speed-PCF	62	65	1,611	1,768	1,673	1,833
2004	258	256	5,250	5,674	5,508	5,930
Speed-PCF	71	70	1,865	1,994	1,936	2,064
2005	276	276	5,266	5,607	5,542	5,883
Speed-PCF	81	80	1,961	2,100	2,042	2,180
3-Yr. Total	759	762	15,011	16,173	15,770	16,935
3-Yr. Speed-PCF Total	214	215	5,437	5,862	5,651	6,077
% of 3-Yr. Total	28.2%	28.2%	36.2%	36.2%	35.8%	35.9%

Some CHP commands have reported particularly vexing speed-related problems (including street racing) and have specifically requested additional resources to combat them. Those commands include Northern Division (Red Bluff and Clear Lake Areas), Valley Division (Woodland Area), Golden Gate Division (Napa and Dublin Areas), Southern Division (Santa Fe Springs and West Valley Areas), and Inland Division (Victorville Area). However, limited departmental resources preclude allocation of such requested assistance without the acquisition of supplemental grant funding.

Collision statistics confirm that vehicle occupants who are not wearing seatbelts are much more likely to be killed or injured than those occupants who are properly restrained. The results of collisions involving both excessive speed and unrestrained occupants are predictably more adverse. From 2003 through 2005, significant progress was made in reducing the number of unrestrained victims of reportable collisions. However, the percentages of unrestrained fatal and injured victims versus restrained fatal and injured victims remain unacceptably high. Of the 2,736 victims killed in 2005, a total of 748 (or 27.3 percent) were unrestrained. Of the 115,526 victims injured in 2005, a total of 6,742 (or 5.8 percent) were unrestrained. The following table provides additional details.

SCHEDULE A
PROJECT NO: PT0735

PROJECT DESCRIPTION

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UNRESTRAINED VICTIMS OF REPORTABLE COLLISIONS
(WITHIN CHP JURISDICTION, 2003 – 2005)
Data Set Job #: 501888a

Year	Unrestrained Fatalities	% of Total Fatalities	Unrestrained Injured Victims	% of Total Injured Victims	Total # of Unrestrained Victims
2003	920	34.5%	8,940	7.7%	9,860
2004	762	29.1%	7,743	6.5%	8,505
2005	748	35.8%	6,742	6.4%	7,490
Total	2,430	38.7%	23,425	7.4%	25,855

Enhanced enforcement efforts are sorely needed to curb speed-related collisions and reduce the number of victims thereof.

PERFORMANCE MEASURES

A. PROJECT GOALS

1. To reduce the number of speed-caused reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 30,188 to 29,584 by December 31, 2007.
2. To reduce the number of victims killed in speed-caused reportable collisions within CHP jurisdiction by 3.1 percent from the 2005 base-year total of 418 to 405 by December 31, 2007.
3. To reduce the number of victims injured in speed-caused reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 44,720 to 43,826 by December 31, 2007.
4. To reduce the total number of motorcyclists killed in motorcycle-involved speed-caused reportable collisions within CHP jurisdiction by 2.5 percent from the 2005 base-year total of 80 to 78 by December 31, 2007.
5. To reduce the total number of motorcyclists injured in motorcycle-involved speed-caused reportable collisions within CHP jurisdiction by 3.0 percent from the 2005 base-year total of 2,100 to 2,037 by December 31, 2007.
6. To reduce the total number of unrestrained victims killed in reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 748 to 733 by December 31, 2007.

SCHEDULE A
PROJECT No: PT0735

PROJECT DESCRIPTION

PAGE 4

7. To reduce the total number of unrestrained victims injured in reportable collisions within CHP jurisdiction by 2.0 percent from the 2005 base-year total of 6,742 to 6,607 by December 31, 2007.

B. PROJECT OBJECTIVES

1. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English by December 31, 2006.¹
2. To identify CHP commands having specific local speed-related problems by December 31, 2006.
3. To develop an operational plan² establishing the policies and procedures for project implementation by December 31, 2006.
4. To hold a news conference announcing the kick-off of the project by January 31, 2007.³
5. To issue a news release announcing the kick-off of the project by January 31, 2007.⁴
6. To deploy officers, including air support, on project-funded overtime along appropriate routes to enforce traffic and occupant restraint laws during the Program Operations Phase: 56,616 officer overtime hours by September 30, 2007, and 18,870 officer overtime hours by December 31, 2007.⁵
7. To conduct concentrated enforcement activities within selected commands tailored to address specific local speed-related problems: 12,560 officer overtime hours by September 30, 2007, and 4,184 officer overtime hours by December 31, 2007.
8. To deploy radar trailers 400 times statewide: 200 times by June 30, 2007, and the remaining 200 times by December 31, 2007.
9. To conduct at least 100 speed enforcement operations in conjunction with the speed trailer by December 31, 2007.⁶

¹ Project materials will accommodate identified needs.

² The operational plan will contain a strategic distribution of allocated overtime hours and other budgeted resources.

³ The news conference will be coordinated by the headquarters Office of Primary Interest (OPI) and will describe both the statewide and local components of the project. All news conferences associated with grant projects must be pre-approved by the CHP Office of Media Relations (OMR) and the Business, Transportation and Housing Agency (BTH). News conferences specific to the selected local commands are optional at the discretion of the affected local commands, but must also comply with pre-approval requirements.

⁴ The news release will be issued by the headquarters OPI and will describe both the statewide and local components of the project. All news releases associated with grant projects must be approved by both OMR and BTH before issuance. News releases specific to the selected local commands are optional at the discretion of the affected local commands, but must also comply with pre-approval requirements.

⁵ Although special emphasis will be placed upon speeding violations, citations will be issued for all observed violations.

⁶ The enforcement must be conducted after the motorist has the opportunity to observe the speed trailer and slow to the speed limit or less.

SCHEDULE A

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PROJECT DESCRIPTION

PAGE 5

10. To complete 100 local safety presentations impacting 1,000 people at appropriate venues statewide by June 30, 2007, and an additional 100 presentations impacting 1,000 people by December 31, 2007.
11. To develop by January 31, 2007, localized promotional materials to be used as incentive items encouraging participation in project goals and objectives. Materials are to be distributed at appropriate venues (estimated to be approximately 50) by December 31, 2007.⁷
12. To issue a post-project news release publicizing the project, promoting its benefits, and detailing its most favorable outcomes by March 31, 2008.⁸
13. To use the following standard language in all press, media, and printed materials: "Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration."
14. To install and deploy grant-funded speed enforcement equipment in patrol vehicles as appropriate by June 30, 2007.

NOTE: Nothing in this agreement shall be interpreted as a requirement, formal or informal, that an officer issue a specified or predetermined number of citations in pursuance of the obligations hereunder.

METHOD OF PROCEDURE

A 21-month statewide traffic safety project specifically addressing the problem of speeding within areas under CHP jurisdiction will be conducted. Concentrated enforcement will be employed within CHP commands identified as having especially significant speed-related problems. The project will include educational efforts as well as enhanced enforcement and will be completed in four phases: Program Preparation, Program Operations, Data Gathering and Reporting, and Final Report and Executive Summary.

[--Preparation--] [-----Program Operations-----]
Oct-Dec 06 Jan-Dec 07

[-----Data Gathering and Reporting-----] [--Final Report--]
Oct 06 - Jun 08 Jul-Aug 08

⁷ Promotional items will include a project-related traffic safety message and, if space permits, appropriate logos. See Schedule B-1 for additional details on the types of items to be purchased. Purchase and distribution of promotional items may continue beyond the end of the Program Operations Phase in order to ensure continuity of the project's anti-speeding message.

⁸ (See footnote 4.)

SCHEDULE A

PROJECT NO: PT0735

PROJECT DESCRIPTION

PAGE 6

A. PHASE 1 – PROGRAM PREPARATION (October 1, 2006, through December 31, 2006)

All necessary preparatory actions will be accomplished to effect a prompt and smooth transition to the Program Operations Phase. Preparatory actions include the following:

- Completing the language assessment by December 31, 2006.
- Identifying CHP commands having especially significant speed-related problems by December 31, 2006.
- Developing an operational plan by December 31, 2006, and promptly issuing the plans to affected commands.
- Holding a news conference announcing the kick-off of the project by January 31, 2007.⁹
- Drafting the kick-off news release for appropriate reviews/approvals in preparation¹⁰ for issuance by the due date during the Program Operations Phase.
- Submitting requests for any necessary contractual documents and equipment.
- Selecting and ordering educational materials and/or OTS-approved promotional items.
- Planning specific venues for safety presentations and distribution of educational/promotional items.
- Accomplishing any other preparations necessary for timely project implementation.

B. PHASE 2 – PROGRAM OPERATIONS (January 1, 2007, through December 31, 2007)

Project-related operations/activities will be completed and results will be provided to OTS in Quarterly Performance Reports (QPRs). Activities include the following:

- Holding a news conference announcing the kick-off of the project by January 31, 2007.
- Issuing a news release announcing the kick-off of the project by January 31, 2007.
- Deploying grant-funded speed enforcement equipment by June 30, 2007.

⁹ The Office of Primary Interest for the project will ensure that appropriate approvals from OMR and BTH staff are received prior to conducting the news conference. The OPI will also notify CHP Grants Management and Office of Traffic Safety (OTS) Public Information staff of the news conference at least two weeks in advance of the scheduled date.

¹⁰ Draft news releases should be reviewed by Grants Management Unit (GMU) and must be approved by OMR and BTH staff prior to issuance.

SCHEDULE A

PROJECT NO: PT0735

PROJECT DESCRIPTION

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- Deploying uniformed personnel (including air support) on overtime in support of project objectives during the Program Operations Phase ending December 31, 2007.
- Deploying radar trailers 400 times statewide by December 31, 2007. The grant-funded radar trailers will be deployed as soon as they are received and declared operationally ready.
- Conducting at least 100 speed enforcement operations in conjunction with the speed trailer by December 31, 2007.
- Providing OTS with copies of executed contracts.
- Completing 200 local safety presentations impacting 2,000 people at appropriate venues statewide by December 31, 2007.
- Distributing educational materials and/or promotional items at appropriate venues statewide by December 31, 2007. Samples will be forwarded to OTS.
- Drafting the post-project media release for appropriate reviews/approvals in preparation for issuance by the due date during the Data Gathering and Reporting Phase.
- Acquiring and deploying grant-funded speed enforcement equipment throughout the project period ending June 30, 2008.

C. PHASE 3 – DATA GATHERING AND REPORTING (Throughout Project Period)

Data gathering, analysis, and reporting will be conducted throughout the project period. Post-operations activities will be completed. Activities include the following:

- Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated into QPRs.¹¹ QPRs for the quarter ending September 30 will include year-to-date comparisons of goals and objectives. If required, the Quarterly Evaluation Data Form (Schedule C) will be completed each quarter and submitted as part of the QPR.

¹¹ Statewide Integrated Traffic Records System (SWITRS) collision data is normally available approximately six to eight months after the end of each reporting period. However, due to extraordinary delays in data input at another state agency, official SWITRS data may be delayed up to one year. Throughout the project, unofficial locally-tracked collision data may be reported during the interim until official SWITRS data becomes available. Quarterly reports will clearly indicate any changes to previously reported data. Also, in accordance with OTS' August 2003 instructions regarding those projects for which the Data Gathering and Reporting Phase continues for six months or longer after the Program Operations Phase ends, no quarterly report for the last calendar quarter (or portion thereof) of the project period prior to the project ending date (covering the period April 1, 2008, through June 30, 2008) will be submitted, since the Final Report will suffice.

SCHEDULE A

PROJECT No: PT0735

PROJECT DESCRIPTION

PAGE 8

- These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding the project efforts.¹²
- Reports shall be completed in accordance with OTS requirements specified in the Grant Program Manual, Volume II, Chapter 7, and submitted in compliance with the signed Acceptance of Conditions and Certifications (OTS-33) included with this agreement.
- The post-project news release will be issued by March 31, 2007.

D. PHASE 4 – FINAL REPORT AND EXECUTIVE SUMMARY

- Begin the Final Report and Executive Summary in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7. The Final Report will be submitted to OTS within 60 days of the grant ending date of June 30, 2008.

METHOD OF EVALUATION

Using the data compiled in Phase 3, the project manager will evaluate: (1) how well the stated project goals and objectives were accomplished, (2) whether all the activities outlined in the "Method of Procedure" were performed in accordance with the project agreement, and (3) whether the project was cost effective. The OTS coordinator will develop the Schedule C for reporting of data.

ADMINISTRATIVE SUPPORT

This program has the full support of CHP Executive Management. Every effort will be made to continue the activities after the project's conclusion.

¹² Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a "special project code" to track the number of citations issued and the types of violations.

SCHEDULE B
PAGE 1
DETAILED BUDGET ESTIMATE

PROJECT NO.: PT0735

COST CATEGORY	FISCAL YEAR (FY) ESTIMATES		TOTAL COST TO PROJECT
	FY-1 10/1/06 Thru 9/30/07 Actual Costs	FY-2 10/1/07 thru 9/30/08	
A. PERSONNEL COSTS			
<u>Uniformed Overtime (OT) Hours</u>			
1. Sergeant - (01/01/07 - 09/30/07) (10/01/07 - 12/31/07)	\$528,123.28	\$145,912.00	\$528,123.28 145,912.00
2. Officer - (Includes 2,000 court; 2,100 public affairs; & 8,400 air support) (01/01/07 - 9/30/07) (10/01/07 - 12/31/07)	3,715,942.45	992,670.00	3,715,942.45 992,670.00
<u>Nonuniformed OT Hours</u>			
3. Dispatch Support - (01/01/07 - 09/30/07) (10/01/07 - 12/31/07)	110,807.01	46,213.00	110,807.01 46,213.00
4. Clerical Support - (10/01/06 - 09/30/07) (10/01/07 - 09/30/08)	51,232.48	27,794.00	51,232.48 27,794.00
5. Assoc. Governmental Program Analyst (AGPA) - (10/01/06 - 09/30/07) (10/01/07 - 09/30/08)	29,076.99	85,260.00	29,076.99 85,260.00
6. Graphics Support - (10/01/06 - 09/30/07)	0.00	0.00	0.00
<u>Nonuniformed Full-time Salary</u>			
7. AGPA/Staff Services Analyst (SSA) - 3 positions @ 100% for 12 months each (07/01/07 - 09/30/07) (10/01/07 - 06/30/08)	46,763.91	143,829.00	46,763.91 143,829.00
8. OTS Retired Annuitant Hours - 3 positions (10/01/06 - 09/30/07) (10/01/07 - 06/30/08)	32,751.48	67,673.00	32,751.48 67,673.00
<u>Benefits</u>			
9. Uniformed OT	400,796.34	127,366.00	528,162.34
Nonuniformed OT	28,584.79	16,247.00	44,831.79
Nonuniformed Full-Time	20,432.27	68,566.00	88,998.27
Nonuniformed Retired Annuitant Medicare	474.90	981.00	1,455.90
Category Subtotal	\$4,964,985.90	\$1,722,511.00	\$6,687,496.90

SCHEDULE B
PAGE 2
DETAILED BUDGET ESTIMATE

PROJECT NO.: PT0735

COST CATEGORY	FISCAL YEAR (FY) ESTIMATES		TOTAL COST TO PROJECT
	FY-1 10/1/06 Thru 9/30/07 Actual Costs	FY-2 10/1/07 thru 9/30/08	
B. TRAVEL EXPENSE			
1. In-State	\$35,608.33	\$177,979.71	\$213,588.04
2. Out-of-State	0.00	25,511.00	25,511.00
Category Subtotal	\$35,608.33	\$203,490.71	\$239,099.04
C. CONTRACTUAL SERVICES			
1. Radar Services	\$31,453.35	\$360,546.65	\$392,000.00
Media Campaign			
a. Production	0.00	0.00	0.00
b. Paid Media	0.00	0.00	0.00
Allied Agency	0.00	0.00	0.00
2. Conference Coordination	1,807.08	3,280.00	5,087.08
Category Subtotal	\$33,260.43	\$363,826.65	\$397,087.08
D. EQUIPMENT			
1. Radar Trailers	\$0.00	\$358,902.00	\$358,902.00
Category Subtotal	\$0.00	\$358,902.00	\$358,902.00
E. OTHER DIRECT COSTS			
1. Promotional Items	\$66,405.26	\$213,673.90	\$280,079.16
2. Educational Items	0.00	15,000.00	15,000.00
3. Display Booths	800.00	5,064.54	5,864.54
4. Computers	19,464.94	18,295.27	37,760.21
5. Radar/"LIDAR"	0.00	1,006,320.07	1,006,320.07
6. Minor Equipment:	1,103.08	11,799.02	12,902.10
7. Presentation Supplies	838.80	8,039.82	8,878.62
8. Office Supplies	0.00	24,276.42	24,276.42
9. Printing	0.00	800.00	800.00
10. Aircraft Direct Oper. Costs			
(01/01/07 - 09/30/07)	299,842.87		299,842.87
(10/01/07 - 12/31/07)		90,000.00	90,000.00
Category Subtotal	\$388,454.95	\$1,393,269.04	\$1,781,723.99
F. INDIRECT COSTS			
Category Subtotal	\$0.00	\$0.00	\$0.00
PROJECT TOTAL	\$5,422,309.61	\$4,041,999.40	\$9,464,309.01

SCHEDULE B-1
PROJECT No.: PT0735

BUDGET NARRATIVE

Page 1

A. PERSONNEL COSTS

Uniformed Enforcement Overtime

Budgeted enforcement grant activities will be conducted by agency personnel on an overtime basis. Grant-funded operations may be conducted by uniformed personnel such as sergeants and officers. Personnel will be deployed as needed to accomplish the grant goals and objectives. Overtime will also be used to participate in other similar Office of Traffic Safety (OTS) grant projects conducted by allied agencies. Overtime hours will be appropriately distributed among participating commands. Overtime may be used by uniformed staff for court appearances after the Program Operations Phase has ended. Court overtime will only be charged for appearances that are a result of personnel activities paid for under this agreement.

1. **Sergeant** – Overtime is provided for required supervision of project enforcement operations and coordination of activities. Duties include officer and staff supervision, scheduling, enforcement site selection, coordination of educational presentations, and radar trailer deployments and site selection.
2. **Officer¹** – Overtime is provided for enforcement, court appearances, and public awareness campaign activities (e.g., safety presentations, informational booths). Enforcement will also include motorcycle officers and/or aircraft flight crews with the number of hours adjusted proportionately for differences in pay rates.

Nonuniformed Overtime

3. **Dispatch Support** – Overtime is provided for dispatch personnel (Public Safety Dispatch Supervisor I or lower classification) at affected communications centers for the required support of enforcement operations.
4. **Clerical Support** – Overtime is provided for clerical staff (Office Services Supervisor [OSS] II or lower classification) at all participating commands to process the additional documents generated by the enhanced enforcement efforts, to assist in the preparation of project-related documents/reports, and to perform required project-related functions at affected communications centers.

¹ Patrol officer overtime hours include 2,000 hours for court appearances associated with project-related citations and 2,100 hours for public affairs officers (PAOs) to conduct safety presentations and perform associated duties (e.g., preparing project news releases).

SCHEDULE B-1

PROJECT No.: PT0735

BUDGET NARRATIVE

Page 2

5. **Associate Governmental Program Analyst (AGPA)** – Overtime is provided for field and headquarters office support of enforcement activities including analytical support for processing, tracking, and reporting project activities and/or usage of grant-funded overtime; grant oversight; and workload surges associated with such functions as purchasing, contracting, accounting, warehousing, reproduction, information management,² air operations administration, and public awareness. Classifications providing support may include AGPA, Staff Services Analyst (SSA), OSS I/II, Office Technician, Word Processing Technician, Office Assistant, Business Service Officer, Business Service Assistant, Senior Accounting Officer, Accounting Officer, Materials and Stores Supervisor, Materials and Stores Specialist, Warehouse Worker, Sheet-Fed Press Operator II, Digital Print Operator II, Bookbinder II, Staff Information System Analyst, Associate Information System Analyst, Information System Technician, Program Technician I/II, Supervising Program Technician I-III, and Staff Programmer Analyst Specialist. If other position classifications providing project support are identified, OTS approval will be sought before such overtime costs are charged to this project. Due to the wide range of pay rates for such affected personnel, all overtime costs were estimated at the AGPA rate.
6. **Graphics Support** – Overtime is provided for staff at the California Highway Patrol (CHP) Academy's Graphic Services Unit (Graphic Designer III or lower classification) to develop project logos and/or other project materials. Allocated overtime may also be used by photographers or other specialized staff, if appropriate, to support project activities.

Nonuniformed Full-time Salary

7. **AGPA/SSA** – Full-time AGPA salary is provided for three AGPA/SSAs in Grants Management Unit (GMU) to perform the required oversight of activities for this and other OTS projects. All three positions are 100 percent of the full-time equivalent for 12 months each.
8. **Retired Annuitant (RA)** – Funds provide for three RA positions to be compensated at top step AGPA monthly salary up to 960 hours per year. These positions are tasked with coordinating the OTS-funded allied agency Avoid grants and providing law enforcement expertise. While the persons selected will be CHP employees and reimbursed through this grant, they will work at the OTS facility under the supervision of OTS management staff. RA employees receive only Medicare benefits. Salary, hours, and costs were provided by OTS and estimated at:

Retired Annuitant (base salary of \$5,172)

FFY-1

3 x 820 (2,460 total hours) @ \$29.48 (10/01/06 – 06/30/07)

3 x 240 (720 total hours) @ \$31.33 (07/01/07 – 09/30/07)

FFY-2

3 x 720 (2,160 total hours) @ \$31.33 (10/01/07 – 06/30/08)

² This includes overtime to reduce the backlog of collision data for entry into the Statewide Integrated Traffic Records System (SWITRS). Excessive backlogs delay determination of grant results and analysis of grant effectiveness, thus adversely affecting not only the quality/timeliness of status reports to OTS, but also the prompt identification and resolution of traffic safety problems.

SCHEDULE B-1**PROJECT No.: PT0735****BUDGET NARRATIVE****Page 3****Benefits**

9. **Uniformed Overtime, Nonuniformed Overtime, and Nonuniformed Full-Time Benefits – Funding** is provided for the required employee benefits. Benefit rates shown in the following table (as applicable) were used in calculating estimated costs. Rates shown were provided by CHP Fiscal Management Section and were current as of the date of drafting of this document. However, rates may subsequently change, if appropriate, based upon standard departmental procedures for updating such rates.

BENEFIT RATES

DESCRIPTION	OVERTIME		REGULAR SALARY	
	Uniformed	Nonuniformed	Retired Annuitant	Nonuniformed
OASDI	N/A	6.200%		6.200%
Medicare	1.450%	1.450%	1.450%	1.450%
State Compensation	8.065%	7.219%		7.219%
Health, Dental, & Vision				16.170%
Retirement				16.633%
Total	9.515%	14.869%	1.450%	47.672%

Except for the three full-time AGPA and three RA positions, estimated personnel costs were based on current mid-level pay rates with projected annual increases each July. Estimated costs for the three full-time AGPA and three RA positions were based on current top-step pay rates. If multiple positions are specified, estimates were based on the most costly position. (Exception: Overtime rates for clerical support were based on the OSS I position classification due to the rarity of OSS II positions.) Hours, rates, and salaries shown in Schedule B are approximations only, and may change during the project period. The intent is to use all available funding for the positions and functions described.

Supplanting Statement

To avoid personnel supplanting, reimbursements of individual salaries that result in a salary savings to the CHP are not allowable.

SCHEDULE B-1

PROJECT No.: PT0735

BUDGET NARRATIVE

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B. TRAVEL EXPENSE

1. **In-State** – Costs are included for appropriate staff to attend conferences and training events supporting the grant's goals and objectives and/or traffic safety. Funds may be used to attend OTS approved training. Anticipated travel and events include local mileage for grant activities and meetings, the Police Traffic Services Seminar, and OTS Summit. Travel by appropriate staff from participating commands to coordinate activities of each of the functional elements of this project and to attend informational meetings regarding project coordination/implementation is included. Necessary travel associated with acquisition, maintenance, and/or upgrade of specialized equipment (e.g., radar devices/trailers) is funded. Affected CHP staff may also travel to attend conferences or visit with other appropriate agencies regarding effective techniques for combating project-related problems (e.g., street racing and motorcycle-involved collisions). If task forces are formed in support of project activities, necessary travel by CHP task force members is included. Funding for travel by appropriate Division/Area representatives to headquarters-hosted conferences or training sessions dealing with requesting and implementing OTS grant projects is included. Funding is provided for appropriate GMU staff to attend commercially available training courses to enhance skills in grant solicitation and oversight.³ *All conferences, seminars or training not specifically identified in the Schedule B-1, must be approved by OTS. All travel claimed would be at the agency approved rate. Per diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.*
2. **Out-Of-State**⁴ – Appropriate staff will attend meetings with representatives of law enforcement agencies in other states to discuss common problems (e.g., street racing and motorcycle collisions) and effective methods of combating them in support of the grant goals and objectives. Such trips provide opportunities for information exchange on law enforcement "best practices" to ameliorate such problems. Funding may also provide for attendance by appropriate CHP personnel at various conferences and meetings of national traffic safety organizations such as the Transportation Research Board, International Association of Chiefs of Police, American Association of Motor Vehicle Administrators, American Association of State Highway and Transportation Officials, Combined Accident Reduction Effort, and the annual Lifesavers Conference. Additionally, project out-of-state travel funds provide for attendance at conferences and meetings where other traffic-safety-related issues are discussed or presented, including Congressional training courses. These meetings and conferences provide an excellent forum for discussion of California's traffic safety initiatives/programs and sharing of information with other states conducting similar projects. *All out-of-state travel trips not included in the grant agreement must receive written approval from OTS.*

³ For example, Justice Planning and Management Associates, Management Concepts, Thompson, and other vendors offer such grant training courses.

⁴ Some conferences/meetings planned for out-of-state may occasionally be held in-state.

SCHEDULE B-1

PROJECT No.: PT0735

BUDGET NARRATIVE

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C. CONTRACTUAL SERVICES

1. **Radar Services** – Funding is provided for certifications and repair of speed enforcement equipment. Periodic certification of speed enforcement equipment is required in order to withstand court challenges of citations. The cost of repairs to speed enforcement equipment to maintain serviceability is included.⁴
2. **Conference Coordination** – Funding for room rental Conferences/Meetings is also included to accommodate necessary project-related conferences/meetings for information exchange and/or coordination of activities. Costs may also include those incurred through an existing departmental contract with California State University, Sacramento (or subsequent contractor) for conference coordination and management.

D. EQUIPMENT

1. **Radar Trailer** – A total of 23 fully equipped radar trailers (at \$15,750.00 each) will be purchased for conducting speed enforcement activities. Costs may include trailer, computer software, sales tax, delivery, installation, and other modifications such as paint, graphics, lighting, and items necessary to make it usable for grant purposes.

E. OTHER DIRECT COSTS

1. **Promotional Items** – Costs are included to purchase, develop, and distribute promotional items to encourage participation in traffic safety presentations, contests, and programs. Items must include a traffic safety message, and if space is available the Office of Traffic Safety logo. Items may include magnets, pens/pencils, key chains, lanyards, cups, shirts, bags, CD covers, water bottles, pins, stickers, license plate frames, note pads, and similar items. *Promotional items may also include other items, if approved by OTS.*
2. **Educational Items** – Costs are included to purchase or develop and print, and distribute educational materials at public forums that inform the public on traffic safety. Items must include a traffic safety message, and if space is available the Office of Traffic Safety logo. Items may include brochures, pamphlets, fliers, color books, posters, signs, banners, booklets, and conference materials. *Educational materials may also include other items, if approved by OTS.*

⁴ The costs of technological upgrades and some replacement parts are listed under line item E.5 in the Other Direct Costs category since they are not usually provided under the terms of radar repair contracts. They are normally completed/installed by CHP staff.

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BUDGET NARRATIVE

Page 6

3. **Display Booths** – Funding is provided for the establishment of approximately 20 CHP informational booths at appropriate venues (e.g., conferences, state and local fairs, and sporting events). Planned costs include booth supplies (lighting, fans, tabletop or freestanding displays for project-related printed materials, etc.) and rental of necessary equipment (tables, chairs, canopies, generators, etc.). Venue space fees associated with establishment of informational booths are also included.
4. **Computers** – Desktop/laptop computers will be purchased, including software, accessories, and peripherals (monitor and printer) for tracking grant activities and producing required quarterly and final reports. Funding is provided for up to 15 laptop and four desktop computers (with upgrades and extended warranties) for use by staff within selected participating commands (Special Projects Section, Woodland Area, selected Southern Division commands including Santa Fe Springs Area, and other selected Area commands with the greatest need) for this project. New desktop computer equipment is needed by the project coordinator for Woodland Area and by occupants of the grant-funded positions in Special Projects Section. New laptop equipment is also needed by the project coordinator for Santa Fe Springs Area and by Area public affairs officers (PAOs), particularly in Southern Division. PAOs will use the laptops for community safety presentations. The existing equipment is out of warranty, technologically outdated, and/or unserviceable.
5. **Radar/"LIDAR"** – Funding is provided for the projected 91 radar and 235 "LIDAR" units needed to support enforcement operations conducted to meet Objective 6. The number of units to be purchased are approximations and may vary based upon the type of units purchased, the associated cost differential, and per/unit cost variations between manufacturers for varying models. Funding is also included for necessary accessories (tuning forks, notebooks, remotes, etc.), technological upgrades, and replacement parts not normally provided under service contracts (e.g., batteries). The units will be appropriately distributed throughout the state to replace older units which are no longer serviceable or have reached the end of their cost-effective lives. Costs of repairs needed to maintain serviceability of all radar trailers and other equipment used to support this project are also included. Repairs may be made by departmental staff or outside vendors (other than those providing specialized radar repair services described under line item C.1 in the Contractual Services category), as needed.
6. **Minor Equipment** – Items to be purchased include: digital cameras and/or video recorders to document grant activities; facsimile machines to transmit program related information; copiers for duplication of program materials; calculators for preparing reimbursement claims, video cassette recorder (VCR)/monitor combinations for conducting presentations and viewing educational videos, and liquid crystal display (LCD) projectors for use in conjunction with laptop computers for conducting presentations. As appropriate, funding is provided for affected participating commands to replace existing office equipment (e.g., printers, scanners, and "all-in-one" machines) used to support this project. Replacement of those items reaching the end of their useful lives is essential to maintain unit serviceability. *Additional items may be purchased if approved by OTS.*

SCHEDULE B-1

PROJECT No.: PT0735

BUDGET NARRATIVE

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- 7. Presentation Supplies** – Funding is provided for presentation supplies to support project-related activities by project coordinators, participating commands, and other departmental commands providing essential support for this project. Items to be purchased include classroom supplies and Chipper costumes or components to enhance public education efforts at schools and other appropriate venues. Some existing costumes are incomplete or well worn and reaching the end of their useful lives. The number of costumes/components will vary based upon unit costs, as well as specific needs within participating commands. The costumes are used as an integral part of departmental public awareness campaigns to teach young children about the importance of traffic safety in order to foster safe driving habits when the children reach driving age. Funding is also provided for supplies to support community safety presentations and academic presentations on the departmental grants program as part of the Staff Analyst Development course curriculum, at periodic Commanders Conferences, during training sessions for grant project coordinators, and at other appropriate venues. Classroom supplies typically include flip-chart easels and paper (for recording audience responses and viewing information), hand-held calculators (for practice computations of goal-related data), timing devices (for instructor pacing), laser pointers and dry erase board supplies (for instructor demonstrations), tabletop lecterns (for instructor lesson plans/handouts), replacement parts for associated academic equipment (projector lamps, etc.), and similar items. *Additional items may be purchased if approved by OTS.*
- 8. Office Supplies** – Funding is provided for standard office supplies to support grant-related activities, and grant monitoring and reporting. Office supplies typically include paper and desk top supplies (pens, pencils, binders, folders, clips, etc.) Funding is provided for other supplies needed for operation of support equipment described earlier (e.g., memory cards for digital cameras, computer floppy/compact/digital video disks, laminating and binding materials, and batteries for wireless equipment).
- 9. Printing** – Funding is provided for necessary materials/services (e.g., graphics and printing) by CHP Reproduction Unit or private vendors, as required, to support the public awareness campaign and OTS reporting requirements. Academy graphics support will be sought before reliance upon outside vendors. Costs may include paper, production, printing, and/or duplication of materials associated with daily grant operations. Printing supplies typically include paper, printer cartridges, and similar items.
- 10. Fixed-Wing Aircraft Direct Operating Costs** – Funding is provided for aircraft direct operating costs associated with aerial support of the enhanced ground enforcement efforts. Direct operating costs include fuel, oil, and maintenance costs, but exclude expenditures for flight crews. Aerial support will be used to detect and track violators, and to assist ground personnel in alleviating traffic safety hazards associated with collisions.

SCHEDULE B-1

PROJECT No.: PT0735

BUDGET NARRATIVE

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Direct operating costs for individual aircraft (both fixed-wing and rotary-wing) vary widely. Therefore, the number of aircraft flight hours is an approximation only. The intent is to provide as many hours of aerial support as available funding permits. Also, although the budget estimates are based upon average fleet-wide operating costs for fixed-wing aircraft, rotary-wing aircraft may be substituted for fixed-wing flight hours on a cost-proportional basis (i.e., 1.0 rotary-wing flight hours may be substituted for 4.0 fixed-wing flight hours)

Note: Accessories, upgrades, and extended warranties may be included for any appropriate line items listed above.

INDIRECT COSTS

Indirect costs will not be charged to this project.

PROGRAM INCOME

There will be no program income generated as a result of this project.

ANNEX B

ELEMENT 11 OPERATIONAL PLAN

Memorandum

Date: December 21, 2006

To: Inland Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Victorville Area

File No.: 850.10196.opsplan.doc

Subject: SAVING LIVES IN CALIFORNIA (SLIC, PT0735) ELEMENT 11 "VICTOR VALLEY TRAFFIC SAFETY PROJECT" OPERATIONAL PLAN

The California Highway Patrol (CHP) has received a \$9,697,355.00 grant from the Office of Traffic Safety (OTS) for the Department's annual "speed super grant." The speed super grant for the 2006-2007 Highway Safety Plan is named Saving Lives in California (SLIC). The assigned OTS project number is PT0735. The SLIC Program Operations Phase begins January 1, 2007, and continues until December 31, 2007. SLIC seeks to combat speed-caused fatal and injury traffic collisions, including those involving motorcycles. The SLIC project is comprised of 12 individual sub-projects called Elements. Elements 1-3 are statewide (state highways, county roads, and motorcycles, respectively). Elements 4-11 are local. Element 12 provides general administrative support for the overall SLIC project. Victorville Area will participate in SLIC as **Element 11**, which will generally be referred to as the Victor Valley Traffic Safety Project in this Operational Plan.

Grant funding for the Victor Valley Traffic Safety Project will be utilized to augment the Area's current enforcement deployment levels in order to proactively focus on those primary collision factors (PCFs) that have historically resulted in injury and fatal traffic collisions occurring on State Routes 18 and 247 (SR-18 and -247) within San Bernardino County. The grant will also allow the Area to develop an aggressive public awareness program to enhance traffic safety awareness.

PERFORMANCE MEASURES

Element 11 Goals:

Victor Valley Traffic Safety Project has three goals during the Program Operations Phase:

1. To reduce the four-year average number of speed-caused reportable injury and fatal traffic collisions on SR-18 and -247 within San Bernardino County by 10 percent.

Safety, Service, and Security

2. To increase the four-year average number of Driving Under the Influence (DUI) arrests on SR-18 and -247 within San Bernardino County by 10 percent.
3. To enhance the public's traffic safety awareness through development of an aggressive public education program and increased in-view patrol.

Element 11 Objectives:

The Victor Valley Traffic Safety Project's objectives include enhanced enforcement efforts and implementation of a public awareness campaign. Enhanced enforcement will include utilization of personnel for patrol details on grant funded overtime. Patrol detail staffing will consist of two or three uniformed members working on five hour overtime shifts. The shifts will generally be deployed during the morning and evening commute hours, including weekends. It is anticipated the details will be deployed three times a week during the Program Operations Phase continuing throughout calendar year 2007. It is estimated that approximately 130 grant funded overtime hours will be utilized by personnel each FLSA period. The enforcement strategy will be to saturate SR-18 and -247 with patrol details focusing both on those violations most frequently causing injury and fatal traffic collisions and also on occupant restraint laws. Examples of the most common PCF violations on SR-18 and -247 between 11/01/05 – 10/31/06 are as follows:

1. Unsafe turning
2. Unsafe/excessive speed
3. Driving Under the Influence of alcohol/drugs (DUI)
4. Vehicle right-of-way
5. Unsafe passing over double yellow lines

The Area public affairs officer (PAO) will also conduct an aggressive public awareness campaign throughout San Bernardino County during the Program Operations Phase.

During the Preparation Phase of the Victor Valley Traffic Safety Project (October through December 2006), the Area's campaign activities will include the following:

1. Development of a Victor Valley Traffic Safety Project slogan.
2. Development and acquisition of traffic safety promotional and educational items to elicit public support for the project.
3. Development of at least two news releases promoting the Victor Valley Traffic Safety Project.
4. Development and production of public service announcements (PSAs) for dissemination to the local media.

5. Discussion with California Department of Transportation (Caltrans) District 8 to develop and post six permanent roadside safety signs.
6. Hosting a meeting with local legislative representatives, community members, CHP personnel, and Caltrans personnel to discuss the Victor Valley Traffic Safety Project.

VICTOR VALLEY TRAFFIC SAFETY PROJECT PERSONNEL RESPONSIBILITY SUMMARY

Element 11 Coordinator:

The Element 11 coordinator will conduct a final review of all CHP 415's, CHP 215's, and Victor Valley Traffic Safety Project Tracking Records. Statistical data will be collected for input in the quarterly grant progress reports. The Element 11 Coordinator will ensure proper usage of overtime hours by Area personnel.

Sergeants:

Whenever available, a field sergeant should be assigned to supervise officers assigned to Victor Valley Traffic Safety Project enforcement overtime details and also work patrol. Sergeants should ensure enforcement efforts are directed towards PCF violations, particularly unsafe turning, speeding, and occupant restraint laws. Sergeants should also review enforcement documents and CHP 415 forms, Daily Field Record, to ensure proper compliance and submittal. *Sergeants will be responsible for ensuring all enforcement and other daily project-related activity is properly documented with the **Special Project Code (SPC) 624**, as outlined under Documentation Requirements on pages 7 and 8. Overtime CHP 415 forms, Daily Field Record, submitted for making court appearances associated with project related enforcement activities should include **SPC 624 and Victor Valley Traffic Safety Project** in the notes section.*

Officers:

Officer overtime hours will be distributed to active road patrol officers. *Officers will be responsible for ensuring all enforcement and other daily project-related activity is properly documented with **SPC 624**, as outlined under Documentation Requirements on pages 7 and 8. Enforcement efforts are to be directed toward PCF violations most frequently causing injury and fatal traffic collisions on SR-18 and -247, particularly unsafe turning, speeding, and occupant restraint laws. Officers are to take appropriate enforcement action for any violations observed. Overtime CHP 415 forms, Daily Field Record, submitted for making court appearances associated with project related enforcement activities should include **SPC 624 and Victor Valley Traffic Safety Project** in the notes section.*

Public Affairs Officer:

The Area PAO will coordinate the Victor Valley Traffic Safety Project public awareness campaign. *Any overtime incurred by the Area PAO during a Victor Valley Traffic Safety Project event should be properly documented on a CHP 415 form, Daily Field Record, by inserting 809 in the BEAT CODE box and SPC 624 in the SPECIAL box.*

Air Operations Officers:

Overtime hours will be distributed to active pilots and observers. The Air Operations overtime should be used to allow for aerial support during the patrol details. Flight personnel will complete the following:

- CHP 93 form, Aircraft/Flight Duty Report, logging completed flight time in the appropriate sections. Annotate in the "Comments" section the nature of the mission, the project name and number, and the assigned SPC 624.
- Complete a Federal Project Tracking Record (FPTR).
- Forward original CHP 93 forms, Aircraft/Flight Duty Report, and FPTR to Fiscal Management Section (FMS).
- Forward copies of FPTRs to the Office of Air Operations (OAO) and maintain a copy at Division level.
- Maintain copies of project-related documents for audit purposes for a period of three years after the final claim has been paid.

Inland Division Air Operations will be provided a copy of the Victor Valley Traffic Safety Project Operational Plan containing the available overtime hours for Air Operations support. *Overtime incurred by personnel during a Victor Valley Traffic Safety Project event should be properly documented on a CHP 415 form, Daily Field Record, by entering SPC 624.*

Communications Personnel:

The project's overtime should be distributed to Public Safety Dispatchers (PSD), or to a PSD Supervisor I if a PSD is unavailable. The PSD overtime should be used to augment grant funded patrol details in order to allow for additional staffing for the detail. Barstow Communication Center will be provided a copy of the Victor Valley Traffic Safety Project Operational Plan containing the available overtime hours for dispatch support. *Overtime incurred by*

communications personnel during a Victor Valley Traffic Safety Project event should be properly documented on a CHP 415 form, Daily Field Record, by entering SPC 624.

Clerical:

Clerical overtime should be used to assist with processing project-related documents. These include CHP 415 forms, Daily Field Record; CHP 215 forms, Notice to Appear; CHP 71 forms, Attendance Record; overtime usage reports; and other pertinent documents. *Clerical personnel are responsible for ensuring SPC 624 is entered into the Management Information System (MIS) for reporting overtime; transferring information from CHP 415 forms, Daily Field Record, for communications personnel onto CHP 71 forms, Attendance Report; forwarding to Fiscal Management Section monthly copies of all CHP 71 forms, Attendance Report, listing grant funded overtime; and performing any other assigned project-related duties in support of the Victor Valley Traffic Safety Project.*

Associate Governmental Program Analyst (AGPA):

AGPA overtime should be used to provide analytical support for processing, tracking, and reporting project activities and/or usage of grant-funded overtime. The AGPA should ensure SPC 624 is entered on all appropriate documents. The AGPA shall review and process all purchasing contracts and perform any other project-related duties in support of the Victor Valley Traffic Safety Project.

VICTOR VALLEY TRAFFIC SAFETY PROJECT OVERTIME ALLOCATION SUMMARY

The following table indicates the number of overtime hours initially allocated to the Victor Valley Traffic Safety Project and the federal fiscal year (FFY) periods during which those hours may be used.

VICTOR VALLEY TRAFFIC SAFETY PROJECT OVERTIME HOUR ALLOCATIONS			
Position	FFY-1 01/01/07 - 09/30/07	FFY-2 10/01/07 - 12/31/07	Total
Sergeant	319	106	425
Officer	975	325	1,300
Pilot	95	32	127
Observer	95	32	127
Public Safety Dispatcher	49	16	65
Clerical	49	16	65
AGPA	20	5	25
Graphic/Photography	10	0	10

If all the specified overtime hours for any position are used, but the budgeted funding for that position is not entirely spent, additional hours may be available upon coordination with the assigned grant analyst in Grants Management Unit (GMU). Available funding by position is shown in a table on the next page.

VICTOR VALLEY TRAFFIC SAFETY PROJECT BUDGET ALLOCATION SUMMARY

The following table indicates the initial budget allocations for Victor Valley Traffic Safety Project.

VICTOR VALLEY TRAFFIC SAFETY PROJECT BUDGET ALLOCATIONS	
Personnel Category:	Amount
Sergeant	\$24,968
Officer	\$63,050
Pilot	\$7,208
Observer	\$6,446
Communications	\$2,307
Clerical	\$1,641
Division AGPA	\$1,035
Graphics/Photography Support	\$410
Benefits	\$10,340
Travel Category:	
In-State Travel	\$3,000
Other Direct Costs Category:	
Promotional Items	\$20,000
Educational Items	\$11,000
Office Supplies	\$1,300
Aircraft Operations	\$10,800
TOTAL	\$163,505

PUBLIC AWARENESS CAMPAIGN

The Area PAO will conduct the public awareness campaign by ensuring development of a Victor Valley Traffic Safety Project slogan, preparing news releases, ordering and distributing promotional items, and developing/printing/distributing educational items.

Attendance Report (CHP 71):

Enter **SPC 624, PT0735, Element 11** in the REMARKS column adjacent to the date the overtime was worked. Copies of all CHP 71 forms, Attendance Report, reflecting **SPC 624** are to be forwarded monthly to Fiscal Management Section.

Travel Expense Claim (CHP 262):

For CHP 262 forms, Travel Expense Claim, submitted as a result of travel incurred while on project-related business, the REMARKS section is to include **SPC 624, PT0735, Element 11**. Travelers will also enter airline reservation or flight numbers to ensure that airfare is properly charged to the grant. *All project-related travel must be pre-approved by GMU.*

Notice to Appear (CHP 215):

Enter **SPC 624** in the SPECIAL box for all citations issued while on overtime funded by the Victor Valley Traffic Safety Project.

Arrest - Investigation Report (CHP 202 and CHP 216):

Enter **SPC 624** in the top right corner of all CHP 202's and CHP 216's while on overtime funded by the Victor Valley Traffic Safety Project.

Quarterly Reporting Procedures:

The format for Area inputs to quarterly progress reports will be electronically sent to the Area by the GMU grant analyst approximately two weeks before the end of each quarterly reporting period. The Area's Element 11 coordinator shall submit Area inputs for quarterly reports electronically to GMU as specified by the assigned grant analyst. Inland Division shall be included on the electronic mail as a "cc" recipient. The GMU grant analyst will consolidate inputs from all SLIC Elements to draft each quarterly report. The GMU grant analyst will electronically send draft quarterly reports to each SLIC Element coordinator for *prompt* review and approval (or critiques). Due to severe time constraints for submission of quarterly reports to the Office of Traffic Safety, deadlines for review of draft reports will necessarily be short. Negative replies by the specified deadlines will be interpreted by the GMU grant analyst as approval.

QUESTIONS, PROBLEMS, OR SPECIAL REQUESTS

If problematic circumstances warrant, additional overtime allocations for nonuniformed staff may be available from the assigned GMU grant analyst. Make such requests to the Area's

Inland Division
Page 9
December 21, 2006

Element 11 coordinator. If you have any questions/problems regarding the Victor Valley Traffic Safety Project Operational Plan, or the implementation of the Victor Valley Traffic Safety Project activities, please contact the Element 11 coordinators, Sergeant Chet Yun, Sergeant Paul Schaeffer, or me at (760) 241-1186.

A handwritten signature in black ink, appearing to read 'D. Rich', with a long, sweeping horizontal stroke extending to the right.

D. RICH, Captain
Commander
Victorville Area

cc: Grants Management Unit
Inland Division Air Operations
Barstow Communication Center

ANNEX C

KICK OFF NEWS RELEASE



NEWS

CONTACT: Fran Clader
(916) 657-7202

Media Relations Office
2555 First Avenue
Sacramento, CA 95818

FOR IMMEDIATE RELEASE

January 31, 2007

07-3A

SACRAMENTO — The California Highway Patrol (CHP) will begin a year-long “Saving Lives In California” (SLIC) project on roadways throughout the state beginning January 1, 2007. Funding for this project was provided by a \$9.6 million grant from the California Office of Traffic Safety through the Business, Transportation and Housing Agency. The SLIC project focuses on reducing the number of fatal and injury collisions on both state highways and county roads, as well as reducing the number of fatal and injury collisions involving victims who are not wearing safety belts, thereby reducing the number of victims killed and injured in such collisions. SLIC also focuses on reducing the number of fatal and injury motorcycle-involved collisions within CHP jurisdiction and the number of victims killed and injured in such collisions.

Using project-funded overtime, the eight CHP field Divisions will deploy officers on state highways and county roads to enforce traffic violations which most commonly cause collisions. Officers will also be watching for traffic violations which most commonly cause collisions involving motorcycles. These violations will include speeding, right of way, failing to drive on the right half of the roadway, improper turning, and driving under the influence of alcohol and/or drugs.

The CHP urges motorists to prevent fatal and injury collisions by reducing their speed, being watchful for motorcyclists, and buckling their safety belts.

ANNEX D

PICTURES OF PROMOTIONAL ITEMS











ANNEX E

CONTRACTS FOR RADAR SERVICES

AGREEMENT SUMMARY

STD. 215 (Rev. 04/2002) (CHP AUTOMATED)

AGREEMENT NUMBER

AMENDMENT NUMBER

7C051001

0

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED

1. CONTRACTOR'S NAME

2. FEDERAL I.D. NUMBER

International Association of Chiefs of Police (IACP)

530227813

3. AGENCY TRANSMITTING AGREEMENT

4. DIVISION, BUREAU, OR OTHER UNIT

5. AGENCY BILLING CODE

Department of California Highway Patrol

BSS\Contract Services Unit

08076

6. NAME AND TELEPHONE NUMBER OF CONTRACT ANALYST FOR QUESTIONS REGARDING THIS AGREEMENT

Bobby Contreras

(916) 375-2965

7. HAS YOUR AGENCY CONTRACTED FOR THESE SERVICES BEFORE? PRIOR CONTRACTOR:

☐ NO☒ YES (If YES, enter prior contractor

Same

PRIOR AGREEMENT NUMBER:

name and Agreement Number)

6C0551003

8. BRIEF DESCRIPTION OF SERVICES - LIMIT 72 CHARACTERS INCLUDING PUNCTUATION AND SPACES

Miscellaneous Services

9. AGREEMENT OUTLINE (Include reason for Agreement: Identify specific problem, administrative requirement, program need or other circumstances making the Agreement necessary; include special or unusual terms and conditions.)

Certification of Radar and Lidar units.

CSU USE ONLY

10. PAYMENT TERMS (More than one may apply.)

☐ MONTHLY FLAT RATE☐ QUARTERLY☐ ONE-TIME PAYMENT☐ PROGRESS PAYMENT☒ ITEMIZED INVOICE☐ WITHHOLD _____ %☐ ADVANCE PAYMENT NOT TO EXCEED☐ REIMBURSEMENT/REVENUE

_____ or _____ %

☒ OTHER (Explain) FFY-1 \$64,000.00 FFY-2 \$186,000.0011. PROJECTED EXPENDITURES
FUND TITLE

ITEM

F.Y.

CHAPTER

STATUTE

PROJECTED
EXPENDITURES

MV Account State Trans.

2720-001-0044

07/08

2007

\$250,000.00

MV Account State Trans.

2720-001-0044

/

MV Account State Trans.

2720-001-0044

/

OBJECT CODE

3052/239.02/70453

AGREEMENT TOTAL

\$250,000.00

OPTIONAL USE

AMOUNT ENCUMBERED BY THIS DOCUMENT

\$250,000.00

I CERTIFY upon my own personal knowledge that budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.

PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT

\$0.00

ACCOUNTING OFFICER'S SIGNATURE

DATE SIGNED

TOTAL AMOUNT ENCUMBERED TO DATE

\$250,000.00

12.

AGREEMENT

TERM

From

Through

TOTAL COST OF
THIS TRANSACTION

BID, SOLE SOURCE, EXEMPT

Original

07/01/07

06/30/08

\$250,000.00

Exempt

Amendment No. 1

Amendment No. 2

Amendment No. 3

TOTAL \$

250,000.00

(Continue)

AGREEMENT SUMMARY

STD. 215 (Rev 04/2002) (CHP AUTOMATED)

13. BIDDING METHOD USED:

- ☐ REQUEST FOR PROPOSAL (RFP)
(Attach justification if secondary method is used)
- ☐ SOLE SOURCE CONTRACT
(Attach STD. 821)
- ☐ INVITATION FOR BID (IFB)
- ☒ EXEMPT FROM BIDDING
(Give authority for exempt status)
- ☐ USE OF MASTER SERVICE AGREEMENT
- ☐ OTHER *(Explain)*

NOTE: *Proof of advertisement in the State Contracts Register or an approved form STD. 821, Contract Advertising Exemption Request, must be attached*

MM 3-10, C, 5.

14. SUMMARY OF BIDS (List bidders, bid amount and small business status) (If an amendment, sole source, or exempt, leave blank)

N/A

15. IF AWARD OF AGREEMENT IS TO OTHER THAN THE LOWER BIDDER, PLEASE EXPLAIN REASON(S) (If an amendment, sole source, or exempt, leave blank)

N/A

16. WHAT IS THE BASIS FOR DETERMINING THAT THE PRICE OR RATE IS REASONABLE?

The rates for services being provided under this Agreement have not increased during the most recent contract terms.

17. JUSTIFICATION FOR CONTRACTING OUT (Check One)

- ☐ Contracting out is based on cost savings per Government Code 19130(a). The State Personnel Board has been so notified.

- ☒ Contracting out is justified based on Government Code 19130(b). Justification for the Agreement is described below.

Justification:

CHP does not have the resources with the expertise and/or knowledge to provide the services under this Agreement.

18. FOR AGREEMENTS IN EXCESS OF \$5,000, HAS THE LETTING OF THE AGREEMENT BEEN REPORTED TO THE DEPARTMENT OF FAIR EMPLOYMENT AND HOUSING?

☐ NO
 ☒ YES
 ☐ N/A

19. HAVE CONFLICT OF INTEREST ISSUES BEEN IDENTIFIED AND RESOLVED AS REQUIRED BY THE STATE CONTRACT MANUAL SECTION 7.10?

☐ NO
 ☒ YES
 ☐ N/A

20. FOR CONSULTING AGREEMENTS, DID YOU REVIEW ANY CONTRACTOR EVALUATIONS ON FILE WITH THE DGS LEGAL OFFICE?

☐ NO
 ☐ YES
 ☐ NONE ON FILE
 ☒ N/A

21. IS A SIGNED COPY OF THE FOLLOWING ON FILE AT YOUR AGENCY FOR THIS CONTRACTOR?**A. CONTRACTOR CERTIFICATION CLAUSES**

☐ NO
 ☒ YES
 ☐ N/A

B. STD. 204, VENDOR DATA RECORD

☐ NO
 ☒ YES
 ☐ N/A

22. REQUIRED RESOLUTIONS ARE ATTACHED

☐ NO
 ☐ YES
 ☒ N/A

23. ARE DISABLED VETERANS BUSINESS ENTERPRISE GOALS REQUIRED? (If an amendment, explain changes, if any)

- ☒ NO *(Explain below)*
☐ YES *(If YES, complete the following)*

DISABLED VETERAN BUSINESS ENTERPRISES: _____ % OF AGREEMENT

- ☐ Good Faith effort documentation attached if 3% goal is not reached.

- ☐ We have determined that the contractor has made a sincere good faith effort to meet the goal.

Explain:

N/A

24. IS THIS A SMALL BUSINESS CERTIFIED BY OSBCR?

- ☒ NO
 ☐ YES *(Indicate Industry Group)*

SMALL BUSINESS REFERENCE NUMBER

25. IS THIS AGREEMENT (WITH AMENDMENTS) FOR A PERIOD OF TIME LONGER THAN ONE YEAR? (If YES, provide justification)

- ☒ NO
 ☐ YES

I certify that all copies of the referenced Agreement will conform to the original Agreement sent to the Department of General Services.

SIGNATURE/TITLE

SA Paolini

Administrative Services Officer

DATE SIGNED

3/6/07

STANDARD AGREEMENT

STD. 213 (Rev 6/03) (CHP Automated)

CSU Initial: B.C.

AGREEMENT NUMBER

7C051001-0

REGISTRATION NUMBER

27200307169459

1. This Agreement is entered into between the State Agency and the Contractor named below
 STATE AGENCY'S NAME
 Department of California Highway Patrol
 CONTRACTOR'S NAME
 International Association of Chiefs of Police (IACP)
2. The term of this Agreement is: 07/01/2007 through 06/30/2008
3. The maximum amount of this Agreement is: \$250,000.00
 Two Hundred Fifty Thousand Dollars And Zero Cents
4. The parties agree to comply with the terms and conditions of the following exhibits which are by this reference made a part of the Agreement:

Exhibit A - Scope of Work

1 page(s)

Exhibit B - Budget Detail and Payment Provisions

1 page(s)

Exhibit C* - General Terms and Conditions

GTC 306

Check mark one item below as Exhibit D:

☐ Exhibit - D Special Terms and Conditions (Attached hereto as part of this agreement)

page(s)

☐ Exhibit - D* Special Terms and Conditions

Exhibit E - Additional Provisions

page(s)

Items shown with and Asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto.

These documents can be viewed at www.ols.dgs.ca.gov/Standard+Language/default.html

IN WITNESS WHEREOF, this agreement has been executed by the parties hereto.

CONTRACTOR

CONTRACTOR (If other than an individual, state whether a corporation, partnership, etc.)

International Association of Chiefs of Police (IACP)

BY (Authorized Signature)

DATE SIGNED (Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

Daniel Rosenblatt Executive Director

ADDRESS

515 North Washington Street Alexandria VA 22314

STATE OF CALIFORNIA

AGENCY NAME

Department of California Highway Patrol

BY (Authorized Signature)

DATE SIGNED (Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

L. A. Paolini Administrative Services Officer

ADDRESS

P.O. Box 942898, Sacramento, CA 94298-0001

California Department of
General Services Use Only

APPROVED

MAR 21 2007

DEPT OF GENERAL SERVICES

☐ Exempt per:

EXHIBIT A
(Standard Agreement)

SCOPE OF WORK

1. Contractor agrees to provide to Department of California Highway Patrol (CHP) Radar and Lidar certification services as described in Exhibit A, Attachment I, which is made a part of this Agreement.

2. The services shall be performed at: ☐ If checked see attached for additional service locations
the contractor's location of business: 515 N. Washington Boulevard, Alexandria, VA 22314.

3. The services shall be provided during:
normal business hours of the contractor.

4. The project representatives during the term of this agreement will be:

STATE AGENCY		CONTRACTOR	
Department of California Highway Patrol		International Association of Chiefs of Police (IACP)	
NAME		NAME	
George MacDougall		John Grant	
TELEPHONE NUMBER	FAX NUMBER	TELEPHONE NUMBER	FAX NUMBER
(916) 657-7237	(916) 454-5024	(800) 843-4227	() -

Direct all inquiries to:

STATE AGENCY		CONTRACTOR	
Department of California Highway Patrol		International Association of Chiefs of Police (IACP)	
SECTION/UNIT		SECTION/UNIT	
Research and Planning Section			
ATTENTION		ATTENTION	
George MacDougall		John Grant	
ADDRESS		ADDRESS	
2555 First Avenue, Sacramento, CA 95818		515 North Washington Street, Alexandria, VA 22314	
TELEPHONE NUMBER	FAX NUMBER	TELEPHONE NUMBER	FAX NUMBER
(916) 657-7237	(916) 454-5024	(800) 843-4227	() -

**STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

Speed Measurement Device Recertification Contract between the International Association of Chiefs of Police (IACP) and the State of California through the California Highway Patrol (CHP)

This agreement is made this 1st day of July 2007, by and between the International Association of Chiefs of Police (IACP) hereinafter referred to as the "Contractor", a not-for-profit corporation organized under the laws of the Commonwealth of Virginia and having its principal place of business at 515 North Washington Street, Alexandria, Virginia, 22314 and the Department of the California Highway Patrol (CHP) headquartered at 2555 First Avenue, Sacramento, California, 95818.

1. Contractor agrees to furnish all personnel, services and materials necessary for certification of the California Highway Patrol's radar and Light Detection and Ranging (LIDAR) units. This equipment is located throughout the State of California. (Radar and LIDAR are hereafter referred to as speed measurement devices).
2. Contractor agrees to provide services in accordance with the most current revisions of the *Model Minimum Performance Specifications of Police Traffic Radar Devices* and *Model Minimum Performance Specifications for LIDAR Speed Measurement Devices* as published by the National Highway Traffic Safety Administration (NHTSA) and to abide by the attached state contract requirement, Form 17A Nondiscrimination Clause, and Dispute Resolution Provision, all of which by reference are made a part hereof.
3. The term of this agreement shall be July 1, 2007 through June 30, 2008, except that it may be canceled by either party upon thirty (30) days notice by either party.
4. This contract may be amended by mutual consent of the parties hereto and shall be set forth in writing.
5. The CHP Coordinator is the Traffic Radar Coordinator in Research and Planning Section, telephone number (916) 657-7237. The IACP Coordinator is the Speed Measurement Device Program Manager in the State and Provincial Division, telephone number (800) 843-4227.
6. In order to allow CHP to meet its business needs and in consideration of the large volume of new speed measurement devices purchased by CHP, the IACP Project Coordinator, in mutual agreement with the CHP Coordinator, will direct the manufacturer of new speed measurement devices purchased by CHP to send new units for their initial Critical Performance Test (CPT) to any one of the labs operated by the Contractor. Speed measurement devices owned by CHP will continue to be sent for CPT recertification to any one of the labs operated by the Contractor, as determined by the business needs of CHP and with the agreement of the IACP Project Coordinator.
7. In order to allow CHP to accurately track the movement and locations of equipment, the Contractor agrees that each of the operated labs conducting CPTs on CHP-owned or new CHP-purchased speed measurement devices will submit a weekly status report of all speed measurement devices tested or pending testing to the CHP Traffic Radar Coordinator in Microsoft® Excel format via file-attached email, at the email address "radar@chp.ca.gov." (*See Attachment A*)

8. CHP agrees upon the request of IACP to submit CPT status reports to IACP from the CHP Radar Database in a mutually agreeable email file attached format such as Microsoft® Word or Microsoft® Excel.
9. The Contractor agrees to provide duplicate copies of all certification forms and test reports upon CHP's request.
10. The Contractor agrees to provide two (2) copies of the one-page certification form similar to the example provided as an addendum to this contract. One copy is to be included with the radar unit upon shipment back to the location specified, the second copy is to be grouped with copies of all certifications done for the month per lab and sent by the lab once a month to the CHP Traffic Radar Coordinator. Each copy shall be stamped in red with "Certified Copy of Original" and signed by a lab representative. The stamp will be supplied by CHP. (*See Attachment B*)
11. Authorization for the certification of speed measurement devices operated by the CHP will be issued to the testing laboratory by the CHP Traffic Radar Coordinator. Devices so authorized will arrive at the testing laboratory with a unique laboratory test number. This test number will identify a device as being authorized by the CHP for the test and that the CHP will pay for the test. A previously unused laboratory test number shall be accepted as authorization, by the IACP and by each of the IACP operated labs conducting the test, for the CPT test procedure to immediately proceed pursuant to this agreement. The IACP operated laboratories shall accept this number as proof of pending payment for the CPT test procedure when the CPT test is completed pursuant to this agreement. The IACP and the CHP shall work together to prepare paperwork and procedures which will be acceptable to the IACP operated laboratories, the IACP, and the CHP to promote this process.
12. The State of California agrees to pay Contractor in arrears upon receipt of an itemized invoice which contains the serial number of the speed measurement device counting unit and the CHP laboratory test number at the rates of One Hundred Thirty Dollars (\$130.00) per radar unit test and Two Hundred Fifty Dollars (\$250.00) per LIDAR unit test. (It is agreed that this rate may be modified by the Enforcement Technologies Advisory Technical Subcommittee [ETATS], a subcommittee of the IACP Highway Safety Committee.) This rate includes all applicable taxes and expenses.
13. Payments shall be made from funds appropriated to the Department of California Highway Patrol and subject to the fiscal procedures of the State of California. The total amount of this contract shall not exceed Two Hundred Fifty Thousand Dollars (\$250,000.00). The contract shall be funded by the California SLIC Grant (PT-0735).
14. Contractor agrees to submit invoices on a monthly basis for all tests done per lab to:

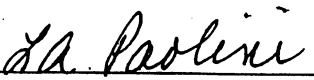
Department of California Highway Patrol
Research and Planning Section
2555 First Ave.
Sacramento, CA 95818

Prior to sending the invoices, contractor agrees to submit a list by invoice number of all speed measurement device counting units tested with the corresponding CHP laboratory test authorization number, to the CHP Traffic Radar Coordinator in Microsoft® Excel format via file-attached email, at

the email address "radar@chp.ca.gov." All invoices must clearly indicate the CHP contract number, quantity of units tested, and the test lab location. Invoices not on official IACP invoices shall be signed by the Contractor furnishing this service. Contractor shall receive payment within the time period specified in the IACP Speed Measurement Device Testing Program Administration Guide.

15. This contract is valid and enforceable only if sufficient funds are made available by the Budget Act of the appropriate fiscal year for the purposes of this program. In addition, this contract is subject to any additional restrictions, limitations or conditions enacted by the Legislature, which may affect the provisions, terms or funding of this contract in any manner.
16. Contractor and any and all subcontractors agree to abide by the General Terms, Conditions, and Certifications contained in the Office of Traffic Safety Program Manual, Volume 11, Chapter 6, Exhibit 6-B, Rev 6-03, all of which be reference herein shall be made part of this agreement. The General Terms, Conditions, and Certifications are available on-line at www.ots.ca.gov.

STATE OF CALIFORNIA
Department of California Highway Patrol



L. A. PAOLINI
Administrative Services Officer

3/6/07

Date

Department of California Highway Patrol
Business Services Section
Contract Services Unit
P.O. Box 942898
Sacramento, CA 94298-0001

INTERNATIONAL ASSOCIATION
OF CHIEFS OF POLICE (IACP)



D. N. ROSENBLATT
Executive Director, IACP

Title

Date

International Association of Chiefs of
Police (IACP)
515 North Washington Street
Alexandria, VA 22314



TRAFFIC RADAR CERTIFICATION

IACP RADAR TESTING LABORATORY

San Diego State University

5500 Campanile Dr.; San Diego, CA 92182-1309

SDSU

1.	TEST ID	Date received 05/01/06	Testing lab log number AS06-0501		Customer log number (optional) CHPS 8288	
2.	DEVICE ID	Make Applied Concepts Inc	Model Stalker Dual SL	Type (I-VI) VI	Directional radar <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Same direction <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		Counting unit SN 082758	Antenna 1 SN 051959		Antenna 2 SN 051962	
3.	§ 2.4 / § 5.4 TUNING-FORK CALIBRATION	Lo speed fork SN FA 135138	Last date cal.	Freq. (Hz) 2613	Speed (mph) 25.3	Measured (Hz) 2612
		Hi speed fork SN FB 236563	Last date cal.	Freq. (Hz) 4165	Speed (mph) 40.3	Measured (Hz) 4157
4.	§ 2.5 / § 5.5 TUNING-FORK Test	Stationary mode		Lo Fork Fork speed (mph) 25 Disp. speed (mph) 25	Hi Fork Fork speed (mph) 40 Disp. speed (mph) 40	Moving mode: Opp. direction TARGET SPEED (Hi fork - Lo fork) Expected (mph) 15 Displayed (mph) 15
		Moving mode: Same direction TARGET SPEED (Hi fork + Lo fork) (Hi fork - Lo fork) Expected (mph) 65 15		Displayed (mph) 65 15		
5.	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY TEST	Standard supply Voltage (V) 13.6	Antenna 1 Freq. (MHz) 34711	Antenna 2 Freq. (MHz) 34701		
		Standard supply Voltage (V) 10.8	Antenna 1 Freq. (MHz) 34710	Antenna 2 Freq. (MHz) 34702		
		Standard supply Voltage (V) 16.3	Antenna 1 Freq. (MHz) 34712	Antenna 2 Freq. (MHz) 34704		
6.	§ 2.6.5 / § 5.6.5 POWER DENSITY	Manuf. spec. ≤ 2 (max mW/cm ²)	Antenna 1 power (mW/cm ²) 0.54	Antenna 2 power (mW/cm ²) 1.17		
7.	§ 2.8 / § 5.8 LOW VOLTAGE	Manuf. spec. (V) 10.8	LVI activates (V) 8.5	LVI deactivates (V) 9.5		
8.	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
9.	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Manuf. spec. 10/35/65	Test results: 10/35/65			
10.	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving toward radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.		B. Selects only targets moving away from radar <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.		
11.	§ 2.12.7 & § 2.12.8 / § 5.12.7 & § 5.12.8 LOW AND HIGH SPEED-DISPLAY TEST	Stationary mode: target channel (mph)	Lo speed spec. 12	Lo speed disp. 12		
			Hi speed spec. 200	Hi speed disp. 200		
		Moving mode: target channel (mph)	Lo speed spec. 20	Lo speed disp. 20		
			Hi speed spec. 200 (C)	Hi speed disp. 200(C)		
		Moving mode: patrol channel (mph)	Lo speed spec. 15	Lo speed disp. 15		
			Hi speed spec. 79	Hi speed disp. 79		
12.	§ 2.13 / § 5.13 RF TEST					
13.	COMMENTS					
14.	Agency IACP CERTIFICATION MAY 02 2006	This radar device <input checked="" type="checkbox"/> passes <input type="checkbox"/> fails the requirements specified for the International Association of Chiefs of Police (IACP) Critical Performance Test (CPT). Certified by: R. Lal Tummala Date certified: 5/1/06				
	Inventory Signature R. Lal Tummala	Identify components in shipment: <input checked="" type="checkbox"/> Tuning Fork Cert(s) <input checked="" type="checkbox"/> Operator's Manual <input checked="" type="checkbox"/> 2 nd Antenna <input checked="" type="checkbox"/> Remote <input type="checkbox"/> Battery <input checked="" type="checkbox"/> Carrying Case Other (please list):				
16.	RETURN SHIPPING INFORMATION	Shipping address: AS06-0501 CHP (685) Traffic Radar Coordinator (Attn: Officer Jose Serrano) 27685 Commerce Center Drive Temecula, CA 92590				Pick up date: 5/5/06

EXHIBIT B
(Standard Agreement)

BUDGET DETAIL AND PAYMENT PROVISIONS

1. Invoicing and Payment

- A. For services satisfactorily rendered, and upon receipt and approval of the invoices, the State agrees to compensate the Contractor for actual expenditures incurred in accordance with the rates specified herein, which is attached hereto and made a part of this Agreement.
- B. Invoices shall include the Agreement Number and shall be submitted in duplicate not more frequently than monthly in arrears to:

Name: George MacDougall
Office: Research & Planning Section
Address: 2555 First Avenue
Sacramento, CA 95818

2. Budget Contingency Clause

- A. It is mutually agreed that if the Budget Act of the current year and/or any subsequent years covered under this Agreement does not appropriate sufficient funds for the program, this Agreement shall be of no further force and effect. In this event, the State shall have no liability to pay any funds whatsoever to Contractor or to furnish any other considerations under this Agreement and Contractor shall not be obligated to perform any provisions of this Agreement.
- B. If funding for any fiscal year is reduced or deleted by the Budget Act for purposes of this program, the State shall have the option to either cancel this Agreement with no liability occurring to the State, or offer an agreement amendment to Contractor to reflect the reduced amount.

3. Prompt Payment Clause

Payment will be made in accordance with, and within the time specified in, Government Code Chapter 4.5, commencing with Section 927.

4. Rate Schedule

Total amount of this Agreement shall not exceed Two Hundred Fifty Thousand Dollars and No Cents (\$250,000.00). Funding for this Agreement shall be from SLIC PT 0735, Element 1, SPC 613, Line Item C.1.

FY 07/08 - \$250,000.00 FFY-1 \$64,000.00 FFY -2 \$186,000.00

ATTACHMENT A

San Diego State University, Engineering Dept. - Weekly CHP Radar Report

	SDSU Log Number AS06- xxxx	Counting Unit Serial Number	CHP Auth. # CHPS-xxxx	CHP Area # xxx	CPT Date xx/xx/xx	Date Shipped xx/xx/xx	Pass	Fail	Type	Notes
1	0367	046807	8282	680	3/28/2006	3/30/2006	X		Stalker Dual	
2	0368	044649	8267	675	3/28/2006	3/30/2006	X		Stalker Dual	
3	0369	046309	8052	252	3/28/2006	3/30/2006	X		Stalker Dual	
4	0370	046308	8056	252	3/28/2006	3/30/2006		X	Stalker Dual	Low audio
5	0371	046713	8314	745	3/28/2006	3/30/2006	X		Stalker Dual	
6	0373	046849	8041	246	3/28/2006	3/30/2006	X		Stalker Dual	
7	0374	046954	8071	285	3/28/2006	3/30/2006	X		Stalker Dual	
8	0375	082629	8335	820	3/28/2006	3/30/2006	X		Stalker Dual	
9	0376	082719	8043	250	3/28/2006	3/30/2006	X		Stalker Dual	
10	0377	082807	8325	765	3/28/2006	3/30/2006	X		Stalker Dual	
11	0378	082817	8327	765	3/28/2006	3/30/2006	X		Stalker Dual	

STANDARD AGREEMENT

STD. 213 (Rev 6/03) (CHP Automated)

CSU Initial: B.C.

001

AGREEMENT NUMBER

7C051000-0

REGISTRATION NUMBER

2720030716605.2

1. This Agreement is entered into between the State Agency and the Contractor named below
 STATE AGENCY'S NAME
 Department of California Highway Patrol
 CONTRACTOR'S NAME
 RHF Inc.
2. The term of this Agreement is: 07/01/2007 through 06/30/2008
3. The maximum amount of this Agreement is: \$142,000.00
 One Hundred Forty-Two Thousand Dollars And Zero Cents
4. The parties agree to comply with the terms and conditions of the following exhibits which are by this reference made a part of the Agreement:

Exhibit A - Scope of Work

1 page(s)

Exhibit B - Budget Detail and Payment Provisions

1 page(s)

Exhibit C* - General Terms and Conditions

GTC 306

Check mark one item below as Exhibit D:

☐ Exhibit - D Special Terms and Conditions (Attached hereto as part of this agreement)

page(s)

☐ Exhibit - D* Special Terms and Conditions

Exhibit E - Additional Provisions

page(s)

Items shown with and Asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto.

These documents can be viewed at www.ols.dgs.ca.gov/Standard+Language/default.html

IN WITNESS WHEREOF, this agreement has been executed by the parties hereto.

CONTRACTOR

CONTRACTOR (If other than an individual, state whether a corporation, partnership, etc.)

RHF Inc.

BY (Authorized Signature)

Robert H Friesen

DATE SIGNED (Do not type)

1-31-2007

PRINTED NAME AND TITLE OF PERSON SIGNING

Robert H Friesen President

ADDRESS

16202 Keats Circle Westminster CA 92683

STATE OF CALIFORNIA

AGENCY NAME

Department of California Highway Patrol

BY (Authorized Signature)

L A Paolini

DATE SIGNED (Do not type)

2/14/07

PRINTED NAME AND TITLE OF PERSON SIGNING

L. A. Paolini Administrative Services Officer

ADDRESS

P.O. Box 942898, Sacramento, CA 94298-0001

**California Department of
General Services Use Only**

APPROVED

MAR - 2 2007

DEPT OF GENERAL SERVICES

☐ Exempt per:

EXHIBIT A
(Standard Agreement)

SCOPE OF WORK

1. Contractor agrees to provide to Department of California Highway Patrol (CHP) services for repairs and maintenance of Radar and Lidar equipment per Scope of Work, Exhibit A - Attachment 1, attached.

2. The services shall be performed at:

☐ If checked see attached for additional service locations

RHF, Inc.
16202 Keats Circle
Westminster, CA 92683

3. The services shall be provided during:

normal business hours of 8:00 a.m. to 5:00 p.m., M -F, excluding state holidays.

4. The project representatives during the term of this agreement will be:

STATE AGENCY		CONTRACTOR	
Department of California Highway Patrol		RHF Inc.	
NAME		NAME	
George MacDougall		Robert Friesen	
TELEPHONE NUMBER	FAX NUMBER	TELEPHONE NUMBER	FAX NUMBER
(916) 657-9090	(916) 454-5024	(714) 848-9367	(714) 848-4028

Direct all inquiries to:

STATE AGENCY		CONTRACTOR	
Department of California Highway Patrol		RHF Inc.	
SECTION/UNIT		SECTION/UNIT	
Research and Planning Section			
ATTENTION		ATTENTION	
George MacDougall		Robert Friesen	
ADDRESS		ADDRESS	
2555 First Avenue, Sacramento, CA 95818		16202 Keats Circle, Westminster, CA 92683	
TELEPHONE NUMBER	FAX NUMBER	TELEPHONE NUMBER	FAX NUMBER
(916) 657-9090	(916) 454-5024	(714) 848-9367	(714) 848-4028

EXHIBIT A – ATTACHMENT 1

Department of California Highway Patrol

Scope of Work

Parties to the Agreement: This agreement is entered into by and between the California Highway Patrol (CHP) and the Contractor. Contractor will provide the CHP with the necessary levels of expertise for the products and/or services as hereafter described.

Purpose: Under the terms of this Contract, the Contractor will conduct non-warranty related repairs of CHP-owned radar and lidar units and accessory equipment.

1. This Contract is contingent upon receipt of federal funding through the California Office of Traffic Safety.
2. Contractor shall service and repair out of warranty radar and lidar units sent to them by the CHP for repair. This shall include the replacement of all broken and unserviceable parts with parts that are new or equivalent to new in performance. Damaged radar or lidar units will be sent as necessary. All radar or lidar units sent to contractor for repair shall be accompanied by a CHP Repair Order which will contain a unique repair authorization number. This authorization number will be used for tracking and billing purposes. Broken and unserviceable parts which are replaced shall become the property of contractor.
3. Contractor shall be responsible for the repair or replacement of any equipment that is lost, damaged, or damaged beyond repair, while in their custody. If a replacement is required, funds equal to the amount of the depreciated value of the units as determined by the CHP will be remitted by contractor.
4. Upon completion of the repair and/or service of a radar or lidar unit, contractor shall ship the device via UPS back to the CHP location specified on the CHP Repair Order as determined by the CHP Radar Coordinator. All return shipping costs shall be paid by RHF. See Exhibit B – Attachment 1, Tasks, Deliverables, and Due Dates which, by reference herein, shall be made part of this agreement.
5. Contractor shall provide warranty, to include parts and labor, on all replacement parts and repairs for a period of 90 days from the date of repair.

6. Contractor shall only assign technicians who have been trained by the vendor of the CHP's primary brand of radar unit, Applied Concepts Inc, to repair and service the radar units.
7. Contractor shall only assign technicians who have been trained by the vendor of the CHP's primary brand of lidar unit, Laser Technology Inc., to repair and service the lidar units.
8. CHP agrees to pay contractor, in arrears, an hourly rate for repairs not to exceed \$50.00, plus any parts costs at factory list prices.
9. Contractor agrees to submit all invoices on a monthly basis for repairs done that month to the Radar Coordinator, CHP Research and Planning Section 051, P. O. Box 942898, Sacramento, CA 94298-0001. Invoices shall be submitted not more often than monthly in arrears and shall itemize the following:
 - Cost of replacement parts (for repairs).
 - Labor costs (for repairs).
 - Unit serial number, certification number, and certification date.
10. Contractor agrees to maintain all records and other evidence pertaining to costs incurred and work performed thereunder, and shall make them available during the contract period, and thereafter for a period of three years from the date of receipt of final payment.
11. The CHP Contract Coordinator shall be:

Mr. George MacDougall
Research and Planning Section
2555 First Avenue
Sacramento, CA 95818
(916) 657-7237
12. Payments shall be made from funds appropriated to the CHP and is subject to the fiscal procedures of the State of California. Funding for this agreement is provided through federal grants from the California Office of Traffic Safety. Continued services of contractor are contingent upon appropriations made through current and future grant funding. The maximum amount payable under this contract shall not exceed \$142,000 through June 30, 2008, unless amended by a supplemental agreement.
13. Any disputes concerning a quest of fact arising under the terms of this agreement which is not disposed of within a reasonable period of time by the CHP and RHF employees normally responsible for the administration of this agreement shall be brought to the attention of the CHP Contract

Coordinator and the RHF Contract Coordinator, or their designated representatives for a joint solution. At the request of either party, a forum for discussion of the disputed item(s) will be held, at which time, the CHP Contract Coordinator and the RHF Contract Coordinator or their designated representatives shall be available to assist in the resolution by providing advice to both parties.

If the dispute cannot be resolved at this level, it shall be resolved by the CHP Contract Administrator, who may consider any written or verbal evidence submitted by both parties. The decision of the CHP Contract Administrator, issued in writing, shall be conclusive and binding on both parties to the agreement.

14. This agreement may be terminated prior to the expiration date by the State upon thirty (30) days prior written notice. If at any time RHF should cease to perform the services specified herein, the contract is deemed to be terminated. No penalty shall accrue to either party because of contract termination. All work performed pursuant to the contract and prior to the date of termination may be claimed for reimbursement.
15. The Contractor shall be responsible for establishing and maintaining contractual agreements with, and the reimbursement of, each subcontractor for work performed in accordance with the terms of this contract. Initial contractual agreements with, replacement, or substitution of, any subcontractor shall not be permitted without the prior written approval of the CHP Contract Administrator and the Office of Traffic Safety.
16. It is mutually understood and agreed that no alteration or variation of the terms of this contract shall be valid unless made in writing, signed by the parties hereto, and approved by all interested parties.
17. Contractor agrees to abide by the General Terms, Conditions, and Certifications contained in the Office of Traffic Safety Program Manual, Volume II, Chapter 6, Exhibit 6-B, Rev 6-03, all of which by reference herein shall be made part of this agreement. The General Terms, Conditions, and Certifications are available on line at www.ots.ca.gov.

EXHIBIT B
(Standard Agreement)

BUDGET DETAIL AND PAYMENT PROVISIONS

1. Invoicing and Payment

- A. For services satisfactorily rendered, and upon receipt and approval of the invoices, the State agrees to compensate the Contractor for actual expenditures incurred in accordance with the rates specified herein, which is attached hereto and made a part of this Agreement.
- B. Invoices shall include the Agreement Number and shall be submitted in duplicate not more frequently than monthly in arrears to:

Name: George MacDougall
Office: Research & Planning Section 051
Address: 2555 First Street
Sacramento, CA 95818

2. Budget Contingency Clause

- A. It is mutually agreed that if the Budget Act of the current year and/or any subsequent years covered under this Agreement does not appropriate sufficient funds for the program, this Agreement shall be of no further force and effect. In this event, the State shall have no liability to pay any funds whatsoever to Contractor or to furnish any other considerations under this Agreement and Contractor shall not be obligated to perform any provisions of this Agreement.
- B. If funding for any fiscal year is reduced or deleted by the Budget Act for purposes of this program, the State shall have the option to either cancel this Agreement with no liability occurring to the State, or offer an agreement amendment to Contractor to reflect the reduced amount.

3. Prompt Payment Clause

Payment will be made in accordance with, and within the time specified in, Government Code Chapter 4.5, commencing with Section 927.

4. Rate Schedule

Total amount of this Agreement shall not exceed One Hundred Forty-two Thousand Dollars and No Cents (\$142,000.00). Funding shall come from Grant # PT0735, SLIC, Element 1, SPC 63, Line Item C.1.

FFY-1 (10/1/2006 - 9/30/2007) \$25,000.00 FFT-2 (10/1/2007 - 6/30/2008) \$117,000.00

EXHIBIT B – ATTACHMENT 1

Tasks, Deliverables, and Due Dates

Tasks	Deliverables and Due Dates
1. To conduct non-warranty related repairs on CHP-owned radar units and accessory equipment.	Upon completion of each repair, provide to the appropriate CHP Area Radar Coordinator and the CHP HQ Coordinator an itemization of repair costs and work conducted for each unit sent to contractor for repairs. There is no due date for this task because the time necessary to complete the task will vary with each unit repaired.
2. To submit repair invoices not less than monthly in arrears.	Provide to the CHP HQ Coordinator invoices including the contract number by the 15 th of each month beginning with July 15, 2007, and ending June 30, 2008. Invoices shall itemize the radar/lidar unit or repaired component serial number, the CHP repair order number, the cost of the parts, and the labor.

Project Cost by State Fiscal Year and by Federal Fiscal Year

State Fiscal Year	Time Period	Dollar Amount	Total
SFY-1	7-1-07 through 6-30-08	\$142,000	\$142,000

For Repairs:

Federal Fiscal Year	Time Period	Dollar Amount	Total
FFY-1	10-1-06 through 9-30-07	\$25,000	\$25,000
FFY-2	10-1-07 through 6-30-08	\$117,000	\$117,000
			\$142,000

AGREEMENT SUMMARY

STD. 215 (Rev. 04/2002) (CHP AUTOMATED)

AGREEMENT NUMBER

AMENDMENT NUMBER

7C051000

0

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED

1. CONTRACTOR'S NAME

2. FEDERAL ID. NUMBER

RHF Inc.

330548466

3. AGENCY TRANSMITTING AGREEMENT

4. DIVISION, BUREAU, OR OTHER UNIT

5. AGENCY BILLING CODE

Department of California Highway Patrol

BSS\Contract Services Unit

08076

6. NAME AND TELEPHONE NUMBER OF CONTRACT ANALYST FOR QUESTIONS REGARDING THIS AGREEMENT

Bobby Contreras

(916) 375-2965

7. HAS YOUR AGENCY CONTRACTED FOR THESE SERVICES BEFORE? PRIOR CONTRACTOR:

☐ NO☒ YES

(If YES, enter prior contractor

Same

PRIOR AGREEMENT NUMBER:

name and Agreement Number)

6C051002

8. BRIEF DESCRIPTION OF SERVICES - LIMIT 72 CHARACTERS INCLUDING PUNCTUATION AND SPACES

Miscellaneous Services

9. AGREEMENT OUTLINE (Include reason for Agreement: Identify specific problem, administrative requirement, program need or other circumstances making the Agreement necessary; include special or unusual terms and conditions.)

Repair/Maintenance of Radar and lidar units.

CSU USE ONLY

10. PAYMENT TERMS (More than one may apply.)

☐ MONTHLY FLAT RATE☐ QUARTERLY☐ ONE-TIME PAYMENT☐ PROGRESS PAYMENT☒ ITEMIZED INVOICE☐ WITHHOLD _____ %☐ ADVANCE PAYMENT NOT TO EXCEED☐ REIMBURSEMENT/REVENUE

_____ or _____ %

☒ OTHER (Explain) FFY-1 \$25,000.00 FFY-2 \$117,000.0011. PROJECTED EXPENDITURES
FUND TITLE

ITEM

F.Y.

CHAPTER

STATUTE

PROJECTED
EXPENDITURES

MV Account State Trans.

2720-001-0044

07/08

2007

\$142,000.00

MV Account State Trans.

2720-001-0044

/

MV Account State Trans.

2720-001-0044

/

OBJECT CODE

3051/239.02/70453

AGREEMENT TOTAL

\$142,000.00

OPTIONAL USE

AMOUNT ENCUMBERED BY THIS DOCUMENT

\$142,000.00

I CERTIFY upon my own personal knowledge that budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.

PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT

\$0.00

ACCOUNTING OFFICER'S SIGNATURE

DATE SIGNED

TOTAL AMOUNT ENCUMBERED TO DATE

\$142,000.00

12.

AGREEMENT

From

TERM

Through

TOTAL COST OF
THIS TRANSACTION

BID, SOLE SOURCE, EXEMPT

Original

07/01/07

06/30/08

\$142,000.00

EXEMPT

Amendment No. 1

Amendment No. 2

Amendment No. 3

TOTAL \$

142,000.00

(Continue)

STATE OF CALIFORNIA
AGREEMENT SUMMARY
STD. 215 (Rev 04/2002) (CHP AUTOMATED)

13. BIDDING METHOD USED:

- ☐ REQUEST FOR PROPOSAL (RFP)
(Attach justification if secondary method is used)
- ☐ INVITATION FOR BID (IFB)
- ☐ USE OF MASTER SERVICE AGREEMENT
- ☐ SOLE SOURCE CONTRACT
(Attach STD. 821)
- ☒ EXEMPT FROM BIDDING
(Give authority for exempt status)
- ☐ OTHER (Explain)

NOTE: Proof of advertisement in the State Contracts Register or an approved form
STD. 821, Contract Advertising Exemption Request, must be attached

MM 03-10, C,5

14. SUMMARY OF BIDS (List bidders, bid amount and small business status) (If an amendment, sole source, or exempt, leave blank)

N/A

15. IF AWARD OF AGREEMENT IS TO OTHER THAN THE LOWER BIDDER, PLEASE EXPLAIN REASON(S) (If an amendment, sole source, or exempt, leave blank)

N/A

16. WHAT IS THE BASIS FOR DETERMINING THAT THE PRICE OR RATE IS REASONABLE?

Rates for repair and maintenance of the radar units has not increased over the last numerous contract terms.

17. JUSTIFICATION FOR CONTRACTING OUT (Check One)

- ☐ Contracting out is based on cost savings per Government Code 19130(a). The State Personnel Board has been so notified.
- ☒ Contracting out is justified based on Government Code 19130(b). Justification for the Agreement is described below.

Justification:

CHP does not have the resources with the expertise and/or knowledge to repair traffic radar units.

18. FOR AGREEMENTS IN EXCESS OF \$5,000, HAS THE LETTING OF THE AGREEMENT BEEN REPORTED TO THE DEPARTMENT OF FAIR EMPLOYMENT AND HOUSING?

☐ NO ☒ YES ☐ N/A

19. HAVE CONFLICT OF INTEREST ISSUES BEEN IDENTIFIED AND RESOLVED AS REQUIRED BY THE STATE CONTRACT MANUAL SECTION 7.10?

☐ NO ☒ YES ☐ N/A

20. FOR CONSULTING AGREEMENTS, DID YOU REVIEW ANY CONTRACTOR EVALUATIONS ON FILE WITH THE DGS LEGAL OFFICE?

☐ NO ☐ YES ☐ NONE ON FILE ☒ N/A

21. IS A SIGNED COPY OF THE FOLLOWING ON FILE AT YOUR AGENCY FOR THIS CONTRACTOR?

A. CONTRACTOR CERTIFICATION CLAUSES

☐ NO ☒ YES ☐ N/A

B. STD. 204, VENDOR DATA RECORD

☐ NO ☒ YES ☐ N/A

22. REQUIRED RESOLUTIONS ARE ATTACHED

☐ NO ☐ YES ☒ N/A

23. ARE DISABLED VETERANS BUSINESS ENTERPRISE GOALS REQUIRED? (If an amendment, explain changes, if any)

☒ NO (Explain below) ☐ YES (If YES, complete the following)

DISABLED VETERAN BUSINESS ENTERPRISES: _____ % OF AGREEMENT

☐ Good Faith effort documentation attached if 3% goal is not reached.

☐ We have determined that the contractor has made a sincere good faith effort to meet the goal.

Explain:

There are no subcontractable services under this Agreement.

24. IS THIS A SMALL BUSINESS CERTIFIED BY OSBCR?

☒ NO ☐ YES (Indicate Industry Group)

SMALL BUSINESS REFERENCE NUMBER

25. IS THIS AGREEMENT (WITH AMENDMENTS) FOR A PERIOD OF TIME LONGER THAN ONE YEAR? (If YES, provide justification)

☒ NO ☐ YES

I certify that all copies of the referenced Agreement will conform to
the original Agreement sent to the Department of General Services.

SIGNATURE/TITLE

SA Paolini

Administrative Services Officer

DATE SIGNED

2/14/07

ANNEX F

CALIFORNIA MOTORCYCLE SAFETY SUMMIT AGENDA AND SUMMARY

CALIFORNIA MOTORCYCLE SAFETY SUMMIT

IRVINE MARRIOTT

18000 Von Karman Avenue, Irvine, CA 92612

May 21-23, 2008

Tuesday, May 20, 2008			
3:00pm – 6:00pm	Early Registration & Exhibitor Set-up	CSUS	Tuscany Ballroom
Wednesday, May 21, 2008			
7:30 – 8:30 a.m.	Continental Breakfast & Exhibit Viewing	CSUS	Tuscany Ballroom
7:30 – 8:30 a.m.	Registration		Grand Ballroom Foyer
8:30 – 9:15 a.m.	Welcome Opening Ceremonies ➤ Opening Remarks	Commissioner Farrow, CHP Dr. Manning, NHTSA Director Murphy, OTS Director Valverde, DMV	Grand Ballroom A - D
9:15 – 10:15 a.m.	Keynote Speaker	President Buche, MSF	
10:15 – 10:45 a.m.	Break/Exhibit Viewing/Networking	All	Tuscany Ballroom
10:45 – 12:00 p.m.	The Big Picture ➤ Causation/ Data Collection ➤ Safety Equipment ➤ Medical Perspective Lunch/Networking	Chief McLaughlin Dr. Terry Smith David Thom, MS. Dr. Vaca Roxanne Woods All	Grand Ballroom A - D
12:00 – 1:00 p.m.			Pending
1:00 – 2:00 p.m.	Learning Activities Presentation	David Crouch	Grand Ballroom A - D
2:00 – 2:45 p.m.	CA-12 Presentation ➤ DVD Thrill or Buzz Kill	Assistant Chief Lerwill, CHP	Grand Ballroom A - D
2:45 – 3:05 p.m.	Break/Exhibit Viewing/Networking	All	Tuscany Ballroom
3:05 – 3:30 p.m.	CMSP	Chief McLaughlin, CHP	Grand Ballroom A - D
3:30 – 4:00 p.m.	Motorcycle Helmet Safety Standards	Hong Zhang & Ed Becker, Snell Foundation	Grand Ballroom A - D
4:00 – 5:00 p.m.	Overview, Wrap-up, & Adjourn	Chief McLaughlin, CHP	Grand Ballroom A - D

Thursday, May 22,
2008

7:30 - 8:30 a.m.	Continental Breakfast & Exhibit Viewing	All	Tuscany Ballroom
8:30 - 10:00 a.m.	Concurrent Breakout Sessions	All	Grand Ballroom A - B1; B2 - C; H - G2; G1 - F
	➤ Untrained, Unlicensed, Unregistered		
	➤ Speed, Right-of-Way, Improper Turning		
	➤ Promoting the use of Safety Equipment		
	➤ Driving Under-the-Influence		
10:00 - 10:25 a.m.	Break/Exhibit Viewing/Networking	All	Tuscany Ballroom
10:25 - 11:55 a.m.	Concurrent Breakout Sessions	All	Grand Ballroom A - B1; B2 - C; H - G2; G1 - F
	➤ Untrained, Unlicensed, Unregistered		
	➤ Speed, Right-of-Way, Improper Turning		
	➤ Promoting the use of Safety Equipment		
	➤ Driving Under-the-Influence		
11:55 - 1:25 p.m.	Lunch/Networking	All	Grand Ballroom D
1:25 - 2:55 p.m.	Concurrent Breakout Sessions	All	Grand Ballroom A - B1; B2 - C; H - G2; G1 - F
	➤ Untrained, Unlicensed, Unregistered		
	➤ Speed, Right-of-Way, Improper Turning		
	➤ Promoting the use of Safety Equipment		
	➤ Driving Under-the-Influence		
2:55 - 3:20 p.m.	Break/Exhibit Viewing/Networking	All	Tuscany Ballroom
3:20 - 4:50 p.m.	Concurrent Breakout Sessions	All	Grand Ballroom A - B1; B2 - C; H - G2; G1 - F
	➤ Untrained, Unlicensed, Unregistered		
	➤ Speed, Right-of-Way, Improper Turning		
	➤ Promoting the use of Safety Equipment		
	➤ Driving Under-the-Influence		

7:30 – 8:30 a.m.		Continental Breakfast & Exhibit Viewing	All	Tuscany Ballroom
8:30 – 10:00 a.m.	Findings/Action Items		Facilitator	Grand Ballroom A - D
	➤ Panel and Workgroups			
	➤ Action Items			
10:00 – 10:15 a.m.	Break		All	Tuscany Ballroom
10:15 – 10:30 a.m.	Solutions		NHTSA	Grand Ballroom A - D
	➤ Successful Projects			
10:30 – 11:30 a.m.	Next Steps		NHTSA	Grand Ballroom A - D
11:30 – 11:45 a.m.	Closing Remarks		CHP	Grand Ballroom A - D



CALIFORNIA MOTORCYCLE SAFETY SUMMIT

Irvine Marriott, Irvine, California

May 21 – 23, 2008

SUMMARY: A COMPENDIUM OF IDEAS TO INCREASE MOTORCYCLIST SAFETY IN CALIFORNIA



California Highway Patrol

Special Projects Section

July 11, 2008

Compendium of Ideas: California Motorcycle Safety Summit

Purpose: The overall purpose of the first-ever California Motorcycle Safety Summit (CMSS) was to allow motorcycle safety stakeholders to have an active voice in the ongoing effort to reduce the number of motorcyclist collisions, injuries, and fatalities experienced in California. To illustrate the problem, statistics indicate the number of motorcyclists killed in collisions statewide has increased more than 132 percent in the past ten years. In terms of numbers, there were 433 motorcycle fatalities in 2006 compared to 235 motorcycle fatalities in 1996. Motorcycle fatality data for 2007 are provisional but indicate 461 motorcycle fatalities occurred in 2007, 128 more than occurred in 2006.

Background: In November 2007, the California Highway Patrol (CHP), California Office of Traffic Safety (OTS), and Region 9 of the National Highway Traffic Safety Administration (NHTSA) met to discuss ways to reduce the significant increase of motorcyclist collisions, injuries, and fatalities in California. During this meeting, it was suggested California hold a hands-on, solution-based summit where the motorcycle community could actively participate in developing sound, practical solutions to enhance motorcyclist safety. As such, a planning committee was convened and comprised of CHP, OTS, NHTSA, Motorcycle Safety Foundation, California Motorcyclist Safety Program Advisory Committee, Department of Motor Vehicles (DMV), Department of Transportation, Snell Memorial Foundation, and California State University, Sacramento.

After careful research was presented at subsequent planning meetings, four major areas impacting motorcyclist safety were identified as important discussion topics. It was determined all participants would be given the opportunity to provide their input on these topics at concurrent breakout sessions. The four topic areas were: *Untrained, Unlicensed, Unregistered; Speed, Right-of-Way, and Improper Turning; Promoting the Use of Safety Equipment; and Driving Under-the-Influence.*

Attendance: During planning, it was expected the summit would draw up to 250 participants. However, preliminary attendance data indicate there were over 270 individuals who attended this ground-breaking event. A list of these stakeholders is attached as an annex to this document.

Results: The following pages contain a summary of suggested action items appearing under general categories such as Education/Marketing/Outreach, Enforcement, and Regulatory and Statutory. The items which appear are the result of participant input recorded at the summit. Action items requiring legislative oversight are also included within each of the topic areas. As listed on Page 11 of this document, the Department will begin developing and implementing proposed action items within its jurisdiction. It is expected individual motorcycle stakeholders from outside of the Department will embrace these action items and effect change within their respective purview.

Disclaimer: The CHP does not endorse the recommendations contained in this document but is presenting them as they were presented at the summit.

A COMPENDIUM OF IDEAS TO INCREASE MOTORCYCLIST SAFETY IN CALIFORNIA

GROUP A: UNTRAINED, UNLICENSED, UNREGISTERED

PROPOSED ACTION ITEMS

Education/Marketing/Outreach

1. Online practice examinations for DMV.
2. Better rider training.
3. Offer a motorcycle safety course for high school students.
4. Launch a motorcycle safety public safety awareness campaign using safety messages aired on television, radio, and the Internet (with option of enforcement).
5. Include more motorcycle safety information into high school driver's training.
6. The motorcycle safety course should cover and give the DMV written test.
7. On state/local level, develop better partnerships with community groups, motorcycle clubs, and law enforcement to share information regarding each group's specific expertise.
8. Work with law-abiding motorcycle riders to help change public perception and awareness.

Enforcement

1. Task Force enforcement.
2. Departmental motorcycle safety checkpoints.

Regulatory & Statutory

1. Require proof of motorcyclist license/endorsement before court adjudication.

2. Regulation of specific motorcycle traffic schools for motorcycle violators by state agencies.
3. Release vehicle upon proof of motorcyclist license/endorsement.
4. Insurance agencies should be involved with licensing to relieve DMV congestion.

Other

1. Insurance discounts for completion of initial and refresher training.
2. Make licensing and registration databases talk to each other – do research to encourage registered owners to get licensed.
3. Allow partial access to DMV database by training providers, insurance companies, and dealers.
4. Use penalties/fines to fund Basic Rider Course.
5. Undocumented immigrants obtaining licenses from other states.
6. Tie registration to education and training requirements.
7. Multiple year registration for motorcycles similar to a trailer.
8. Mandatory training for motorcycle license/endorsement plus renewal (refresher course).
9. Incentives to train: Upon purchase of a motorcycle, get first year of registration free when signing up for a training course.
10. Impound unregistered motorcycles – find connection to unlicensed riders.
11. Mandatory 30-day impound on second violation.
12. Include driving out-of-class to a misdemeanor.
13. 30-day impound for vehicle being operated by unlicensed or out-of-class driver.
14. Increase point values for motorcycle hazard citations (i.e., commercial vehicles).
15. Require motorcycle endorsement and certificate of completed training course to purchase motorcycle.

16. Require dealers to sell motorcycles only to people with endorsements.
17. Outlaw high speed bikes on roadways.
18. Allow experienced rider course to serve as a license waiver.
19. Court-mandated follow-up for those who are cited for having no license.
20. If person gets points on California driver's license, allow re-training.
21. Propose legislation to expand 22651 California Vehicle Code (CVC) to include out-of-class license for 30-day impounding (incentive for proof of CMSP course).
22. Graduated driver licensing.
 - a. Institute a graduated licensing system tied to behavior.
 - b. Institute a graduated licensing system tied to tiered engine size.
23. Progressive penalties.

GROUP B: SPEED, RIGHT-OF-WAY, AND IMPROPER TURNING

ACTION ITEMS

Education/Marketing/Outreach

1. Require viewing of educational videos.
2. Focus on rider violations vs. driver violations.
3. Lane splitting/sharing education.
4. Media campaign to reduce speed and right-of-way misuse.
5. Vehicle driver awareness/create more awareness of motorcycles and applicable laws.
6. Campaign that focuses on good defensive riding.
7. Increase visibility of motorcycles using proper lane placement, proper following distance, and increase conspicuity.
8. Improve rider performance to avoid collisions when right-of-way is violated.

9. Give people a true understanding of vehicle dynamics.
10. Create motorcycle safety traffic schools: automobile drivers that violate motorcyclists' right-of-way should attend motorcycle traffic school and motorcyclists that violate traffic laws should attend motorcycle traffic school.
11. Provide stakeholder groups with data to support whether lane splitting is a problem relative to collisions, or a solution towards reducing congestion and enhanced rider safety.

Enforcement

1. Focused and increased enforcement.
2. Education through enforcement.

Regulatory & Statutory

1. Reduce conflict between automotive and motorcycle DMV exams.

Engineering

1. Make all left-turns at signal-controlled intersections protected.
2. Change all roadway signs to fluorescent green with removal of recommended speeds in turns to an enforceable speed per Section 22350 CVC.
3. Improvement of motorcycle visibility with the use of retro-reflective paint, LED lighting, and oscillating headlights.

Other

1. Manufacturers need to be involved with visibility initiatives as they pertain to motorcycles.
2. Definitive regulations for lane splitting.
3. Misdemeanor/30-day impoundment for speeding in excess of 100 miles per hour.
4. Regulate handle bars and minimize motorcycle rake.
5. Pass legislation that places governors on motorcycles limiting speed and make sale of after-market computer chips illegal.

6. Add sections to DMV driver training and traffic school curriculum, general motor vehicle training.

GROUP C: PROMOTING THE USE OF SAFETY EQUIPMENT

ACTION ITEMS

Education/Marketing/Outreach

1. Education/marketing public services announcements.
2. Rebates/turn-in program.
3. Insurance education and outreach.
4. Influence rider culture (protective equipment).
5. Wearing equipment/more voluntary compliance from riders.
6. Educate judges on fatalities and statistics and enforcement efforts.
7. Invite judges to conferences such as the California motorcycle safety summit.
8. Package deal on safety apparel included in the cost of the bike.
9. Educate law enforcement about Federal Motor Vehicle Safety Standard 218 and relevant court cases.
10. Promotion of safety equipment to the baby boomer "cruiser" demographic just entering the motorcycle market.
11. Partnering with manufacturers/dealerships promoting the sale of safety equipment.

Enforcement

1. Is law enforcement setting the example with what they wear: re-evaluate uniform/apparel.
2. More enforcement of the helmet law (27803 (a) CVC).
3. Use a checklist that identifies if riders are using protective equipment in relation to the CHP 555, Collision Report.

Regulatory & Statutory

1. Revise approved helmet definition.
2. Mandatory eyewear required for motorcyclists.

Emergency Medical Services/Psychological

1. Proper helmet removal training for first responders.

Other

1. Eliminate deductible (insurance) if riding with proper equipment.
2. Update engineering of safety equipment.
3. Insurance companies to develop equipment standards (insurance companies will only cover helmets).
4. Insurance companies and medical communities should support this initiative to help reduce medical costs and insurance premiums (i.e., provide refunds for using protective equipment in case of an accident).
5. Legislation needed for equipment.
6. Revise helmet law.
 - a. Two levels – enforcement and judicial.
 - b. Incorporate the rider is responsible for proof of compliance.
7. Helmets included with new bike purchase (Department of Transportation approved).
8. Possible legislative change with an enforcement result for rider protective gear/equipment.

GROUP D: DRIVING UNDER THE INFLUENCE

ACTION ITEMS

Education/Marketing/Outreach

1. Need to educate military personnel; youth; riding groups and individual riders; physicians; law enforcement; and the general public.

2. Simulator that demonstrates impairment levels.
3. Media campaign.
4. Extend Recording Artists, Actors, and Athletes Against Drunk Driving/ Mothers Against Drunk Driving model to motorcycling/victim impact.
5. "Pre-ride checklist" or "Honda Flight Plan."
6. Change of cultural perceptions that drinking and riding is socially unacceptable.
7. Enhanced participation/partnerships/cooperation with judiciary branch and judges.
8. Use public awareness campaign to help support the reduction of the Blood Alcohol Concentration (BAC) to .04.
9. Create a culture change making Driving-Under-the-Influence (DUI) offenses culturally unacceptable targeting biker community (i.e., Click It or Ticket).

Enforcement

1. The Scarlet Letter (DUI plate for motorcycle-probable cause for stop).
2. Focused enforcement efforts.
3. Enhanced enforcement training/Drug Recognition Evaluator.
4. Follow-up of repeat offenders.
5. Law enforcement could serve as major enforcer for making DUI offenses culturally unacceptable.

Regulatory & Statutory

1. No pay for damaged motorcycle resulting from DUI.
2. Voluntary interlock installation.
3. 30-day impounds.
4. Enhanced penalties.
5. Enhanced monitoring and penalties by Alcoholic Beverage Control of problem bars.

6. Accountability of bar owners and drinking establishments.
7. Special license plate for previous offenders.

Engineering

1. Install break-away signs.
2. Installation of freeway/highway motorcycle lanes.
3. Speed governors installed on motorcycles (and outlaw micro chips allowing override of governors).

Emergency Medical Services/Psychological

1. Establish partnerships between Emergency Medical Services/law enforcement.
2. Train law enforcement personnel in Phlebotomy.
3. Lower BAC level to .04 (same as commercial).
4. DMV Policy Changes – Test and video education every five years.

Recommended Course of Action: In addition to its existing motorcycle safety efforts including the California Motorcyclist Safety Program and co-leading Challenge Area (CA) 12 (Improving Motorcycle Safety) of the state's Strategic Highway Safety Plan (SHSP), the CHP is prepared to contribute additional resources to develop and implement those action items in the plan which are allowable by state and departmental policy. The CHP also will work in collaboration with partner motorcycle safety stakeholder organizations to address applicable action items and encourage stakeholder organizations to address action items within the scope of their respective functions. The CHP will also oversee and monitor overall progress of the safety plan. To achieve maximum success, the following is expected to occur:

1. The CHP will develop and implement short-term and long-term action items allowable by the State of California and departmental policies and regulations.
2. The CHP will work in partnership with partner motorcycle safety stakeholders to identify, develop, and implement action items which are best achieved through collaborative efforts. This effort will also include concurrent work over the next two years to implement the 12 action items contained in SHSP CA 12, Improving Motorcycle Safety.
3. The CHP will encourage motorcycle safety stakeholder organizations to embrace, develop, and implement action items which fall within the mission and scope of their respective agencies.
4. The CHP, with timely information cooperatively provided by all partner organizations, will produce periodic reports to record the plan's progress. Reports will be distributed to all motorcycle safety plan partners.
5. The CHP, in partnership with OTS and NHTSA, will convene in June 2009 to determine the plan's progress. Dependent upon the level of progress, planning for a subsequent motorcycle safety summit may occur.

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